REGULAR, 7/13/2015 1:30:00 PM

BE IT REMEMBERED that on July 13, 2015, there was begun and holden a REGULAR session of the Commissioners Court of Jefferson County, Texas, with the following members and officers present and participating except those absent as indicated:

Honorable Jeff Branick, County Judge

Commissioner Eddie Arnold, Commissioner Pct. No. 1

Commissioner Brent Weaver, Commissioner Pct. No. 2

Commissioner Michael Sinegal, Commissioner Pct. No. 3

Commissioner Everette D. Alfred, Commissioner Pct. No. 4

Honorable G. Mitch Woods, Sheriff

Honorable Carolyn L. Guidry , County Clerk

When the following proceedings were had and orders made, to-wit:

Jeff R. Branick, County Judge
Eddie Arnold, Commissioner, Precinct One
Brent A. Weaver, Commissioner, Precinct Two
Michael S. Sinegal, Commissioner, Precinct Three
Everette "Bo" Alfred, Commissioner, Precinct Four

NOTICE OF MEETING AND AGENDA OF COMMISSIONERS' COURT OF JEFFERSON COUNTY, TEXAS July 13, 2015

Notice is hereby given that the Commissioners' Court of Jefferson County, Texas, willmeet at **1:30 PM,** on the **13th** day of **July 2015** at its regular meeting place in the Commissioner's Courtroom, 4th Floor, Jefferson County Courthouse, 1149 Pearl Street, Beaumont, Texas.

Said meeting will be a **Regular** for the purpose of transacting the routine business of the County. Persons with disabilities requiring auxiliary aids for services who wish to attend this meeting should contact the County Judge's Office to arrange for assistance.

In addition to the routine business of the County, the subject of said meeting will be the following:

Immediately following Commissioners' Court - DISTRICT ATTORNEY: Announcement of an executive (closed) session pursuant to Texas Government Code Section § 551.071 for the purpose of receiving information from its counsel regarding pending litigation against the County and potential litigation.

WORKSHOP-2:15 –P.M. - To consider plat approval authority agreement in theextraterritorial jurisdiction of the City of Beaumont.

INVOCATION: Michael S. Sinegal, Commissioner, Precinct Three

PLEDGE OF ALLEGIANCE: Everette "Bo" Alfred, Commissioner, Precinct Four

PURCHASING:

1. Approve specifications for (IFB 15-017/JW), Runway 12-30 Reconstruction at Jack Brooks Regional Airport. Funded by FAA AIP #31 Grant.

SEE ATTACHMENTS ON PAGES 8 - 416

Motion by: Commissioner Arnold
Second by: Commissioner Sinegal
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

2. Consider and approve award for (IFB 15-016/JW), McFaddin National Wildlife Refuge Dune Restoration with Apollo Environmental for Base Bid and Alternate Bid Additives 1, 2, and 3 in the amount of $3,872,218.60.

SEE ATTACHMENTS ON PAGES 417 - 418

Motion by: Commissioner Arnold
Second by: Commissioner Sinegal
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

3. Consider and approve, execute, receive and file a renewal with price increases for (IFB 11-029/AW), Term Contract for Sheriff's Department (Jefferson County) Law Enforcement Equipment and Uniforms with Lone Star Uniforms and Texas Code Blue, LLC. for a fourth additional one (1) year renewal from August 18, 2015 to August 17, 2016. Price increases with Texas Code Blue, LLC for Item 12, Elbeco Tex-Trop-F-LS (Elbeco 9314) from $42.00/ea to $44.00/ea, and Item 14, Elbeco Tex-Trop-M-LS (Elbeco 314) from $40.00/ea to $44.00/ea.

SEE ATTACHMENTS ON PAGES 419 - 420

Motion by: Commissioner Arnold
Second by: Commissioner Sinegal
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

4. Consider and approve, execute, receive and file Amendment I (one) to contract (IFB 15-011/JW) Term Contract for Trash and Biomedical Waste Container Service for Jefferson County. This amendment will add Jefferson County Juvenile Justice – Port Arthur Office, 900 Fourth Street, Port Arthur, TX, 77640 as a service location for biomedical waste container service at a rate of $35.00 per container per haul, and $35.00 per container per month.

SEE ATTACHMENTS ON PAGES 421 - 421

Motion by: Commissioner Arnold
Second by: Commissioner Sinegal
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

5. Execute, receive and file an Engagement Letter for (RFP 14-019/JW) Auditing Services for Jefferson County with Pattillo, Brown, & Hill, L.L.P. for the second year of three (3) year contract from August 10, 2015 to August 9, 2016.

SEE ATTACHMENTS ON PAGES 422 - 430

Motion by: Commissioner Arnold
Second by: Commissioner Sinegal
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

6. Consider and approve, execute, receive and file Change Order #1 to Professional Service Agreement (PROF 15-002/JW) with LJA Engineering, Inc., for the siphons crossing from the north side of the Gulf Intracoastal Water Way (GIWW) to the south side in the amount of $234,120.00 bringing the total from $129,700.00 to $363,820.00. This project is part of the Salt Bayou restoration plan. Funding will be provided by Texas Parks and Wildlife ~~Grant.~~ Funding.

SEE ATTACHMENTS ON PAGES 431 - 432

Motion by: Commissioner Arnold
Second by: Commissioner Sinegal
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

COUNTY AUDITOR:

7. Consider and approve utilizing available capital project funds to recover the roof at the Minnie Rogers Juvenile Justice building at a cost of approximately $50,000.

SEE ATTACHMENTS ON PAGES 433 - 433

Motion by: Commissioner Arnold
Second by: Commissioner Weaver
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

8. Discuss upcoming budget hearing schedule.

Budget hearing week of July 20th.

Motion by: Commissioner Arnold
Second by: Commissioner Weaver
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

9. Regular County Bills - check #409447 through check #409650.

SEE ATTACHMENTS ON PAGES 434 - 442

Motion by: Commissioner Arnold
Second by: Commissioner Sinegal
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

COUNTY COMMISSIONERS:

10. Conduct a public hearing, consider, possibly approve, execute, receive and file an order creating the ExxonMobil Beaumont Refinery Complex Reinvestment Zone pursuant to Sec. 312.401, Texas Tax Code (the Property redevelopment and Tax Abatement Act.)

Open and close.

SEE ATTACHMENTS ON PAGES 443 - 446

Action: NONE

11. Conduct a public hearing, consider, possibly approve, execute, receive and file an order creating the ExxonMobil Beaumont Polyethylene Expansion Project (BPEX) Reinvestment Zone pursuant to Sec. 312.401, Texas Tax Code (the Property redevelopment and Tax Abatement Act.)

    Open and close.

    SEE ATTACHMENTS ON PAGES 447 - 452

    Action: NONE

ADDENDUMS

12. Consider, possibly approve and authorize the County Judge to execute a Letter of Intent between Jefferson County, Texas and the Southeast Texas Regional Planning Commission Regional Mitigation Action Plans.

    SEE ATTACHMENTS ON PAGES 453 - 455

    Motion by: Commissioner Alfred
    Second by: Commissioner Weaver
    In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
    Action: APPROVED

13. Consider authorizing the County Judge to execute all documents necessary to effectuate the settlement of Jefferson County's claims in the BP Oil spill litigation.

    Motion by: Commissioner Alfred
    Second by: Commissioner Weaver
    In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
    Action: APPROVED

COUNTY TAX ASSESSOR-COLLECTOR:

14. Receive and file the executed Motor Vehicle License Registration Agent Agreement between Jefferson County and HEB Grocery Company previously approved by Commissioner's Court on June 8, 2015.

    SEE ATTACHMENTS ON PAGES 456 - 460

    Motion by: Commissioner Alfred
    Second by: Commissioner Arnold
    In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
    Action: APPROVED

COUNTY TREASURER:

15. Receive and File Investment Schedule for June, 2015, including the year to date total earnings on County funds.

SEE ATTACHMENTS ON PAGES 461 - 463

Motion by: Commissioner Weaver
Second by: Commissioner Sinegal
In favor: County Judge Branick, Commissioner Arnold, Commissioner Weaver, Commissioner Sinegal, Commissioner Alfred
Action: APPROVED

_____

Jeff R. Branick
County Judge

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
AIP NO. 3-48-0018-031-2015

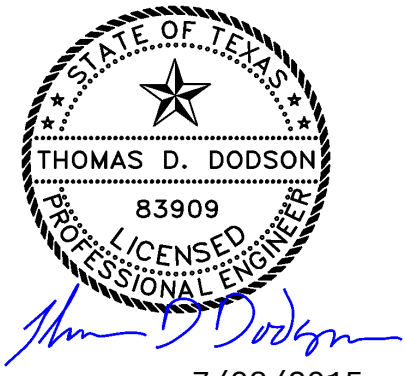
JEFFERSON COUNTY COMMISSIONERS COURT
JEFFERSON COUNTY, TEXAS
Jefferson County Project 15-017/JW

Garver Project Number 14121507

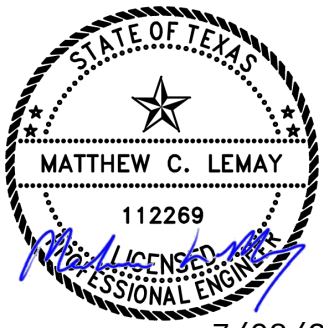
July 2015

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
AIP NO. 3-48-0018-031-2015

JEFFERSON COUNTY COMMISSIONERS COURT
JEFFERSON COUNTY, TEXAS
Jefferson County Project 15-017/JW



7/08/2015



7/08/2015

TEXAS REGISTERED ENGINEERING FIRM F-5713

Garver Project Number 14121507

July 2015

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P-501 Portland Cement Concrete Pavement
P-602 Bituminous Prime Coat
P-605 Joint Sealing Filler
P-610 Structural Portland Cement Concrete
P-620 Runway and Taxiway Painting
P-621 Saw-Cut Grooves
T-901 Seeding
T-904 Sodding
T-905 Topsoiling

SECTION A
ADVERTISEMENT AND INVITATION TO BID

JEFFERSON COUNTY PURCHASING DEPARTMENT

Deborah L. Clark, County Purchasing Agent

1001 Pearl Street, 3rd Floor, Beaumont, TX 77701 409-835-8593 Fax 409-835-8456

July 13, 2015
Legal Notice Invitation for Bid

Dear Bidders:

You are invited to submit bids in accordance with specifications packet, Invitation for Bid (IFB) **15-017/JW**, Runway 12-30 Reconstruction at Jack Brooks Regional Airport with an original and three (3) copies to the Jefferson County Purchasing Agent, 1001 Pearl Street, 3rd Floor, Beaumont, Texas 77701, no later than 11:00 AM CDT, August 18, 2015. Bids will be opened at that time.

Specifications and plans are available for download at no cost. Documents can be obtained from CivCast website at www.CivCastUSA.com. Project ID is: BPT_15-017/JW.

A Pre-Bid Conference will be held on Thursday, August 6, 2015, at 11:00 AM CDT. The conference will be held in the Jack Brooks Regional Airport Commercial Terminal Media Room, 6000 Air Line Dr. Beaumont, Texas 77705. This conference will be bidder's only opportunity to view secured areas of the project.

The County shall require the bidder to furnish a bid security in the amount of five percent (5%) of the total contract cost. The bid bond must be executed with a surety company authorized to do business in the State of Texas. Within ten (10) days after the date of the signing of a contract, the bidder shall furnish a performance bond to the County for the full amount of the contract, if the contract exceeds one hundred thousand dollars ($100,000). If the contract is for one hundred thousand dollars ($100,000) or less, the County may provide that no money be paid to the contractor until completion and acceptance of the work or the fulfillment of the purchase obligation to the County.

All bidders and proposers shall make good faith efforts, as defined by Appendix A of 49 CFR Part 26, Regulations of the Office of the Secretary of Transportation, to subcontract a minimum of 7.57% of the dollar value of the prime contract to small business concerns owned and controlled by socially and economically disadvantaged individuals (DBE).

Jefferson County reserves the right to reject any or all bids, to waive irregularities in the bids and bidding deemed to be in the best interests of Jefferson County, and to reject nonconforming, nonresponsive, or conditional bids.
Bids will remain in effect for **ninety (90) calendar days** after the bid opening date.

Any questions relating to these requirements should be directed to Jamey West, Assistant Purchasing Agent, email: jwest@co.jefferson.tx.us or 409-835-8693.

All Bids shall be submitted to the Jefferson County Purchasing Agent in a sealed envelope marked:

BID NAME:	**Runway 12-30 Reconstruction at Jack Brooks Regional Airport**
BID NO:	**15-017/JW**
DUE DATE/TIME:	**August 18, 2015/11:00 AM CDT**
MAIL OR DELIVER TO:	**Jefferson County Purchasing Department**
	1001 Pearl Street, 3rd Floor
	Beaumont, Texas 77701

Sincerely,

Deborah L. Clark
Purchasing Agent

Publish: Beaumont Enterprise, & Port Arthur News – July 15 and July 22, 2015

SECTION B
INSTRUCTIONS TO BIDDERS

INSTRUCTIONS TO BIDDERS

1. PREPARATION OF BID

Each bid must be submitted on the prescribed form (Proposal) and Unit Price Schedule(s). All blank spaces must be filled in legibly with ink. All blank spaces for bid prices on the Unit Price Schedules must be filled in and the extended total for each item shall be entered in figures only. If the unit price and the extended total of any item are not in agreement, the unit price shall govern and the extended total is corrected to conform thereto. Erasures or other corrections on the Proposal form or Unit Price Schedules shall be initialed by the signer of the bid. All bids must be signed in ink by an individual authorized to bind the Bidder. All bids must be regular in every respect and no interlineations, excisions, or special conditions shall be made or included in the Proposal by the Bidder.

There is a base bid unit price schedule. Bidders must submit proposals on both schedules. Bidders must quote on all items within a specific schedule; failure to do so may disqualify the bid.

There must be a bid on all items that may appear on the Unit Price Schedule(s). No bid will be considered which covers only a part of the work. A conditional bid will not be considered.

The Proposal and Unit Price Schedule(s) shall not be detached, but shall be submitted in the original binding as furnished by the Engineer. Submission must be at the place, and at or prior to the time specified in the Advertisement for Bids.

Each bid must be submitted in a sealed envelope clearly marked on the outside that it contains a bid for **Runway 12-30 Reconstruction** and with the time and date of bid opening shown thereon. The name, address, and Texas Contractor's License Number of the Bidder shall appear in the upper left-hand corner of the envelope. If forwarded by mail, the sealed envelope containing the bid must be enclosed in another envelope.

A bid that obviously is unbalanced may be rejected.

2. INTERPRETATIONS AND ADDENDA

No oral interpretation will be made to any Bidder as to the meaning of the Contract Documents or any part thereof. Every request for such an interpretation shall be made in writing to Garver, 11111 Katy Freeway, Suite 910, Houston, Tx 77079. Any inquiry received within 5 business days before the opening of bids will be given consideration. Every interpretation made to a Bidder will be in the form of an Addendum to the contract Documents, and when issued, will be on file in the office of the Engineer at least twenty-four (24) hours before bids are opened. In addition, all Addenda will be posted to the same website the bid packages can be downloaded from, but it shall be the Bidder's responsibility to make inquiry as to the Addenda issued. All such Addenda shall become part of the Contract and all Bidders shall be bound by such Addenda, whether or not received by the Bidders.

3. INSPECTION OF SITE

Each Bidder shall visit the site of the proposed work and fully acquaint himself with the existing conditions there relating to construction and labor, and shall fully inform himself as the facilities involved, and the difficulties and restrictions attending the performance of the Contract. The Bidder shall thoroughly examine and familiarize himself with the Plans, Technical Specifications, and other Contract Documents. The Contractor by the execution of the Contract shall not be relieved of any obligation under it due to his failure to receive or examine any form or legal instrument or to visit the site and acquaint himself with the conditions there existing, and the Owner will be justified in rejecting any claim based on facts regarding which he should have been on notice as a result thereof.

4. BID GUARANTY

The bids must be accompanied by a Bid Guaranty, which shall not be less than five percent (5%), of the amount of the bid. At the option of the Bidder, the guaranty may be a certified check, or may be a Bid Bond substantially in the form attached. No bid will be considered unless it is accompanied by the required guaranty. Certified check must be payable to the order of Jack Brooks Regional Airport. Cash deposits will not be accepted. The Bid Guaranty shall insure the execution of the Agreement and the furnishing of the surety bond or bonds by the successful Bidder, all as required by the Contract Documents.

Certified check, or Bid Bonds, of unsuccessful Bidders, will be returned upon request as soon as feasible after the opening of the bids.

5. COLLUSION; SUBCONTRACTS

A Bidder submitting a Proposal to the Owner for the work contemplated by the Documents on which bidding is based shall not collude with any other person, firm, or corporation in regard to any bid submitted.

Before executing any subcontract, the successful Bidder shall submit the name of any proposed Subcontractor for prior approval of the Owner.

6. STATEMENT OF BIDDER'S QUALIFICATIONS

Each Bidder shall submit, on the form furnished for that purpose (a copy of which is included in the Contract Documents), a statement of the Bidder's qualifications, his experience record in construction of work similar to that which here is involved, and his organization and equipment available for the work contemplated; and when specifically requested by the Owner, a detailed financial statement. The Owner shall have the right to take such steps as it deems necessary to determine the ability of the Bidder to perform his obligations under the Contract and the Bidder shall furnish the Owner all such information and data for this purpose as it may request. The right is reserved to reject any bid where an investigation of the available evidence or information does not satisfy the Owner that the Bidder is qualified to carry out properly the terms of the Contract.

7. BALANCED BIDS; VARIATIONS IN QUANTITIES

The lump sum price and unit price for each of the several items in the Proposal of each Bidder shall be balanced and shall include its pro rata share of overhead.

The Owner shall have the right to increase or decrease the extent of the work, to change the location or gradient, or the dimensions of any part of the work, provided that the length of the improvement is not increased or decreased in excess of twenty-five percent (25%) of the length as determined by the Contract, or that the quantities of work to be done or the materials to be furnished are not increased or decreased in money value in excess of twenty-five percent (25%) of the total as determined by the Contract. Such changes shall not be considered as a waiver of any conditions of the Contract nor invalidate any of the provisions thereof. The Contractor shall perform the work as increased or decreased within the qualifying limits named and no allowance will be made for anticipated profits or increases or decreases so incurred. Change in length or in money value, within the twenty-five percent (25%) limits set out, shall not be cause for adjustment of any lump sum or unit price. Changes in items of work covered by unit prices and/or lump sum prices, within the twenty-five percent (25%) limits set out, shall not be cause for adjustment of any other (non-involved) lump sum or unit price.

Increases or decreases in items of work, and the cost thereof, shall be done in accordance with the Section entitled, SECTION 40-02 under GENERAL CONDITIONS.

8. TIME FOR RECEIVING BIDS

A bid received prior to the advertised hour of opening will be kept securely, and will remain sealed until the hour of opening. The officer whose duty it is to open them will decide when the specified time has arrived, and any bid received subsequent to that time will be returned unopened.

9. OPENING OF BIDS

At the time and place fixed for the opening of bids, the Owner will cause the bids to be opened and publicly read aloud, irrespective of any irregularities therein. Bidders and other persons properly interested may be present, in person or by representative. Bid qualification may be evaluated before and/or after the bid opening, at the Owner's discretion.

10. WITHDRAWAL OF BIDS

Bids may be withdrawn on written request if the request is received prior to the time fixed for the opening of bids.

11. AWARD OF CONTRACT; REJECTION OF BIDS

The Contract will be awarded to the responsible Bidder submitting the lowest total bid complying with the conditions of the Advertisement for Bids and other parts of these Contract Documents. Proposals will be evaluated on the basis of cost, the Bidder's financial responsibility, performance responsibility, technical feasibility, his equipment, and his past performance in completing similar work. The Bidder to whom the award is made will be notified at the earliest possible date, but not later than sixty (60) days after the opening of bids. The Owner, however, reserves the right to reject any or all bids and to waive any informality in bids received whenever such rejection or waiver is in its interests.

The Owner reserves the right to consider as unqualified to do the work any Bidder who does not habitually perform with his own forces the major portions of such work as is involved in construction of these improvements.

12. EXECUTION OF AGREEMENT; PERFORMANCE AND PAYMENT BOND

Subsequent to the award and within ten (10) days after the prescribed forms are presented for signature, the successful Bidder shall execute and deliver to the Owner an Agreement in the form included in the Contract Documents in such number of copies as the Owner may require.

Having satisfied all conditions of award as set forth elsewhere in these Documents, the successful Bidder shall, within the period specified above, furnish a surety bond in a penal sum not less than the amount of the Contract as awarded, as security for the faithful performance of the Contract, and for the payment of all persons, firms or corporations to whom the Contractor may become legally indebted for labor, materials, tools, equipment, or services of any nature, including utility and transportation services employed or used by him in performing the work. Such bond shall be as included in the Contract Documents and shall bear the same date as, or a date subsequent to, that of the Agreement. The current power of attorney for the person who signs for any surety company shall be attached to such bond.

The failure of the successful Bidder to execute such Agreement and to supply the required bond or bonds within ten (10) days after the prescribed forms are presented for signature, or within such extended period as the Owner may grant, based upon reasons determined sufficient by the Owner, shall constitute a default, and the Owner may either award the Contract to the next lowest responsible Bidder or readvertise for bids.

13. BONDS AND INSURANCE

Bids must be accompanied by a bid security made payable to Jefferson County in the amount of five percent (5%) of the maximum bid price provided, including alternatives. Bid security may be by certified check, money order, or Bid bond issued by a surety.

All companies furnishing Bid Bonds and Performance Bonds shall furnish evidence of being on the U.S. Treasury Department's most current list (Circular 570, as amended) and be authorized to transact business in the State of Texas.

14. CONTRACTOR'S LIABILITY INSURANCE REQUIREMENTS

The Bidder shall provide with the Proposal a listing of both automobile and personal liability insurance coverage currently in force, along with a copy of a Certificate of Insurance as verification of that coverage. In addition, the Bidder shall provide a statement of premium cost issued by the agent or insurance carrier for that coverage.

In the event the Owner determines that the low Bidder's coverage in force is inadequate, the Owner may require the low Bidder to procure additional coverage in amounts specified by the Owner. The cost of premiums for such additional coverage shall be paid by the Owner in the form of a reimbursement under the contract.

In the event the lower Bidder is unable, after diligent effort, to procure such additional coverage as may be required by the Owner, the Owner shall provide such additional coverage, naming the Contractor as insured or, at the option of the Owner, reduce the amount of additional coverage required or waive any requirement for additional coverage.

15. THIRD PARTY COVERAGE

The Contractor shall provide insurance coverage for the Engineer and the Owner as indicated in the Supplemental Conditions for Jefferson County, attached herein.

16. SIGNATORY AND CONTRACT SUBMITTALS

The Contract Documents call for all Bidders, and for the awarded Contractor, to complete and/or submit information concerning equal employment opportunity, quality control, labor items, etc. Following is a list of the items that each Bidder on the project must complete/submit with the sealed bid:

- Bid Bond
- Proposal (all pages including Unit Price Schedule)
- Statement of Bidder's Qualifications
- List of Proposed Subcontractors
- Current Automobile and Liability Insurance Coverage

The following is a list of completed forms/submittals that the apparent low Bidder will be required to complete before execution and award of the contract:

- Contract (all pages)
- Performance Bond
- Payment Bond
- Certificates of Insurance and Insurance Policies
- Third Party Insurance

The following is a list of completed forms/submittals that the awarded Contractor will be required to submit

before construction begins:

- Safety Plan Compliance Document
- Construction Schedule

Additional certifications and submittals will be required for construction materials and other items in the technical specifications.

17. LEGAL QUALIFICATIONS

All Bidders, in order to submit a bonafide Proposal, must comply with the applicable terms of the State of Texas and be certified to do business in the State of Texas.

18. MODIFICATION OF BID

No modification of any bid already submitted will be considered unless such modification is received prior to the hour set for opening for bids.

END OF INSTRUCTIONS TO BIDDERS

SECTION C
BID FORM AND PROPOSAL

PROPOSAL

Place _____

Date _____

Proposal of _____,

a corporation organized and existing under the laws of the State of _____,

or

Proposal of _____,

a partnership consisting of _____

or

Proposal of _____,

an individual doing business as _____,

To: Jack Brooks Regional Airport

This bid results from your advertisement for bids for the construction of the **Runway 12-30 Reconstruction.**

The undersigned Bidder, having visited the site of the work, having examined the Plans, Specifications, and other Contract Documents including all Addenda, and being familiar with all of the conditions relating to the construction of the proposed project, hereby agrees to comply with all other conditions or requirements set forth in the Plans, Specifications, and other Contract Documents, and further proposes to; furnish all material, supplies, equipment, and appliances; to furnish all labor, tools, equipment and incidentals to complete the work in accordance with the Plans, Specifications, and other Contract Documents at and for the lump sum and unit prices proposed in the attached Bid Form(s).

The undersigned Bidder agrees to begin work within ten (10) calendar days after the issuance by, or on behalf of, the Owner of a "Work Order" or "Notice to Proceed" (except as modified in accordance with the GENERAL FAA PROVISIONS of these Contract Documents). Should the work fail to be completed within the time herein stated, the Contractor shall pay to the Owner, as fixed and agreed liquidated damages, and not as a penalty, the sum, for each day of delay until the work is completed and accepted, as stipulated in GENERAL FAA PROVISIONS of these Contract Documents. It is understood that additional time for the completion of the project is to be allowed only for delays as stipulated in GENERAL FAA PROVISIONS of these Contract Documents.

List of Plans

Drawing No.	Title
G-101	COVER SHEET
G-102	SHEET INDEX & GENERAL NOTES
G-103	SUMMARY OF QUANTITIES
G-201	SURVEY CONTROL PLAN
G-202	PROJECT LAYOUT
G-301	SURVEY & PHASING PLAN - OVERALL
G-302	SAFETY & PHASING DETAILS
G-401	SWPPP LAYOUT
G-402	SWPPP DETAILS

Drawing No.	Title
G-403	SWPPP NOTES
C-001	TYPICAL SECTIONS AND PAVEMENT DETAILS
C-002	DEMOLITION PLAN
C-101	RUNWAY 12-30 PAVING PLAN & PROFILE
C-201	RUNWAY 12-30 JOINT PLAN I
C-202	RUNWAY 12-30 JOINT PLAN II
C-203	JOINT DETAILS
C-301	MARKING REMOVAL PLAN I – ADDITIVE ALTERNATE 1
C-401	MARKING LAYOUT PLAN I – ADDITIVE ALTERNATE 1
C-402	MARKING LAYOUT PLAN II – ADDITIVE ALTERNATE 1
C-403	MARKING LAYOUT PLAN III – BASE BID AND ADDITIVE ALTERNATE 1
C-404	MARKING DETAILS
E-001	ELECTRICAL LEGEND AND NOTES
E-101	LIGHTING REMOVAL PLAN I
E-102	LIGHTING REMOVAL PLAN II
E-103	LIGHTING REMOVAL PLAN III – ADDITIVE ALTERNATE 2
E-104	LIGHTING REMOVAL PLAN IV – ADDITIVE ALTERNATE 2
E-105	LIGHTING REMOVAL PLAN V – ADDITIVE ALTERNATE 2
E-106	LIGHTING REMOVAL PLAN VI – ADDITIVE ALTERNATE 2
E-107	LIGHTING REMOVAL PLAN VII – ADDITIVE ALTERNATE 2
E-108	LIGHTING REMOVAL PLAN VIII – ADDITIVE ALTERNATE 2
E-201	LIGHTING INSTALLATION PLAN I
E-202	LIGHTING INSTALLATION PLAN II
E-203	LIGHTING INSTALLATION PLAN III – ADDITIVE ALTERNATE 2
E-204	LIGHTING INSTALLATION PLAN IV – ADDITIVE ALTERNATE 2
E-205	LIGHTING INSTALLATION PLAN V – ADDITIVE ALTERNATE 2
E-206	LIGHTING INSTALLATION PLAN VI – ADDITIVE ALTERNATE 2
E-207	LIGHTING INSTALLATION PLAN VII – ADDITIVE ALTERNATE 2
E-208	LIGHTING INSTALLATION PLAN VIII – ADDITIVE ALTERNATE 2
E-501	ELECTRICAL DETAILS I
E-502	ELECTRICAL DETAILS II
E-503	ELECTRICAL DETAILS III
E-504	ELECTRICAL DETAILS IV
E-505	ELECTRICAL DETAILS V
E-506	ELECTRICAL DETAILS VI
E-507	ELECTRICAL DETAILS VII
E-508	ELECTRICAL DETAILS VIII
E-509	ELECTRICAL DETAILS IX
E-510	ELECTRICAL DETAILS X
E-511	ELECTRICAL DETAILS XI
RWX-01	RUNWAY 12-30 CROSS SECTION I
RWX-02	RUNWAY 12-30 CROSS SECTION II
RWX-03	RUNWAY 12-30 CROSS SECTION III
RWX-04	RUNWAY 12-30 CROSS SECTION IV

List of Technical Specifications

Specification Item No.	Description
Item SS-101	Contractor Safety Plan Compliance Document
Item SS-110	Standard Specifications
Item SS-120	Site Preparation
Item SS-220	Pavement Edge Grading
Item SS-275	Soil-Cement Base Course Finishing
Item SS-300	Basic Electrical Requirements
Item SS-305	Directional Boring
Item SS-310	Airport Lighting Systems
Item L-108	Underground Power Cable for Airports
Item L-110	Airport Underground Electrical Duct Banks and Conduits
Item L-115	Electrical Manholes and Junction Structures
Item P-101	Surface Preparation
Item P-152	Excavation and Embankment
Item P-156	Temporary Air and Water Pollution, Soil Erosion and Siltation Control
Item P-301	Soil-Cement Base Course
Item P-501	Portland Cement Concrete Pavement
Item P-602	Bituminous Prime Coat
Item P-605	Joint Sealants for Concrete Pavement
Item P-610	Structural Portland Cement Concrete
Item P-620	Runway and Taxiway Painting
Item P-621	Saw-Cut Grooves
Item T-901	Seeding
Item T-904	Sodding
Item T-905	Topsoiling

Bidder acknowledges receipt of the following addendum (addenda):

Addendum No._____ dated_____

Addendum No._____ dated_____

Addendum No._____ dated_____

The undersigned Bidder agrees that this bid shall be good and shall not be withdrawn for a period of ninety (90) calendar days after the opening thereof. If written notice of the acceptance of this Proposal is mailed, telegraphed, or delivered to the undersigned within ninety (90) days after the opening thereof, or at any time thereafter before this Proposal is withdrawn, the undersigned agrees to execute and deliver an Agreement (Contract) in the prescribed form, and furnish the required Performance and Payment Bond, within ten (10) days after the Agreement is presented to him for signature.

It is understood by the undersigned Bidder that the Owner reserves the right to reject any or all bids.

The following provisions are also included by reference:

- Davis Bacon Act (29 CFR Part 5.5)
- EEO Compliance Reports (41 CFR Part 60-1.7)
- Trade Restriction Certification (49 CFR Part 30)
- Buy American Preferences (Title 49 United States Code, Chapter 501)
- Certification of Non-Segregated Facilities (41 CFR Part 60-1.8)
- Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion (49 CFR Part 29)

Accompanying this Proposal as bid security is a certified check/bid bond (*strike one*)

in the amount of _____ Dollars

($_____), being not less than five percent (5%) of the total amount of the bid for the base bid plus additive alternate no. 1, as applicable. If the undersigned Bidder is the successful Bidder, but fails or refuses to execute the contract and furnish the required bond within the prescribed ten (10) days of the notification of award, then this bid security is to become the property of the Owner as liquidated damages for the delay and additional expense to the Owner caused by such failure or refusal.

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

BASE BID

BID ITEM	DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	BID AMOUNT
FAA Section 105	MOBILIZATION	LS	100%	$_____	$_____
	Unit price in words: _____dollars and _____/100				
SS-120-3.1	SITE PREPARATION	LS	100%	$_____	$_____
	Unit price in words: _____dollars and _____/100				
SS-220-5.1	PAVEMENT EDGE GRADING	LF	2,100	$_____	$_____
	Unit price in words: _____dollars and _____/100				
SS-275-5.1	SOIL-CEMENT BASE COURSE FINISHING	SY	17,120	$_____	$_____
	Unit price in words: _____dollars and _____/100				
P-101-5.1	CONCRETE PAVEMENT REMOVAL	SY	16,700	$_____	$_____
	Unit price in words: _____dollars and _____/100				
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	490	$_____	$_____
	Unit price in words: _____dollars and _____/100				
P-152-4.2	BORROW EXCAVATION	CY	2,150	$_____	$_____
	Unit price in words: _____dollars and _____/100				

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

BID ITEM	DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	BID AMOUNT
P-152-4.3	UNSUITABLE EXCAVATION	CY	600	$_____	$_____
	Unit price in words: _____ dollars and _____/100				
P-156-5.1	TEMPORARY EROSON CONTROL	MONTH	5	$_____	$_____
	Unit price in words: _____ dollars and _____/100				
P-301-1	SOIL-CEMENT BASE COURSE	SY	17,120	$_____	$_____
	Unit price in words: _____ dollars and _____/100				
P-301-2	PORTLAND CEMENT	CWT	12,020	$_____	$_____
	Unit price in words: _____ dollars and _____/100				
P-501-1	PORTLAND CEMENT CONCRETE PAVEMENT	SY	16,670	$_____	$_____
	Unit price in words: _____ dollars and _____/100				
P-501-2	GRINDING OF EXISTING CONCRETE PAVEMENT TO MEET PROFILOGRAPH REQUIREMENTS	SY	8,340	$_____	$_____
	Unit price in words: _____ dollars and _____/100				
P-602-1	BITUMINOUS PRIME COAT	GAL	3,430	$_____	$_____
	Unit price in words: _____ dollars and _____/100				

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

BID ITEM	DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	BID AMOUNT
P-620-5.1	RUNWAY AND TAXIWAY PAINTING	SF	21,800	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
P-620-5.2	NON-REFLECTIVE BLACK OUTLINE	SF	4,580	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
P-621-1	GROOVING	SY	14,450	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
T-901-5.1	SEEDING	ACRE	1.6	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
T-904-5.1	SODDING	SY	900	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
T-905-1	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE 2" THICKNESS)	SY	7,690	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

BID ITEM	DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	BID AMOUNT
SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	100%	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-305-5.1	DIRECTIONAL BORING, 1-WAY 2"C POLYETHYLENE CONDUIT	LF	140	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.1	EXISTING BASE MOUNTED EDGE LIGHT, REMOVED	EA	17	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.2	EXISTING BASE MOUNTED INPAVEMENT EDGE LIGHT, REMOVED	EA	1	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.4	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED	EA	5	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.6	EXISTING ABANDONED SIGN BASE, REMOVED	EA	1	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

BID ITEM	DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	BID AMOUNT
SS-310-5.7	L-850C LOW PROFILE BASE MOUNTED INPAVEMENT RUNWAY EDGE LIGHT, INSTALLED	EA	1	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.9	L-858(L) BASE MOUNTED, LED 1-MODULE GUIDANCE SIGN, INSTALLED	EA	2	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.11	L-858(L) BASE MOUNTED, LED 3-MODULE GUIDANCE SIGN, INSTALLED	EA	1	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.15	L-862 BASE MOUNTED RUNWAY EDGE LIGHT, INSTALLED	EA	11	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.16	L-862E BASE MOUNTED RUNWAY THRESHOLD/END LIGHT, INSTALLED	EA	8	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.17	FIELD LIGHTING ARRESTOR, INSTALLED	EA	2	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.18	TEMPORARY AIRFIELD LIGHTING	LS	100%	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

BID ITEM	DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	BID AMOUNT
SS-310-5.19	EXISTING REIL RECONNECTION	LS	100%	$_____	$_____
	Unit price in words: _____dollars and _____/100				
L-108-5.1	NO. 8 AWG 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT	LF	4,500	$_____	$_____
	Unit price in words: _____dollars and _____/100				
L-108-5.2	NO. 6 AWG SOLID, BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING GROUND RODS AND GROUND CONNECTORS	LF	3,000	$_____	$_____
	Unit price in words: _____dollars and _____/100				
L-110-5.1	NON-ENCASED ELECTRICAL CONDUIT, 1-WAY 2”C	LF	2,800	$_____	$_____
	Unit price in words: _____dollars and _____/100				
L-110-5.2	CONCRETE ENCASED ELECTRICAL CONDUIT, 1-WAY 2”C	LF	55	$_____	$_____
	Unit price in words: _____dollars and _____/100				

TOTAL (BASE BID) $_____

Total price in words: _____dollars and _____/100

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

ADDITIVE ALTERNATE NO. 1 – PAVEMENT MARKINGS RUNWAY 12-30

BID ITEM	DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	BID AMOUNT
P-620-5.1	RUNWAY AND TAXIWAY PAINTING	SF	86,850	$_____	$_____
	Unit price in words: _____dollars and _____/100				
P-620-5.2	NON-REFLECTIVE BLACK OUTLINE	SF	17,000	$_____	$_____
	Unit price in words: _____dollars and _____/100				
P-620-5.3	PAVEMENT MARKING REMOVAL	SF	250	$_____	$_____
	Unit price in words: _____dollars and _____/100				

TOTAL (ADDITIVE ALTERNATE 1) $_____

Total price in words: _____dollars and _____/100

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

ADDITIVE ALTERNATE NO. 2 – ELECTRICAL IMPROVEMENTS RUNWAY 12-30

SS-305-5.1	DIRECTIONAL BORING, 1-WAY 2"C POLYETHYLENE CONDUIT	LF	135	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-305-5.2	DIRECTIONAL BORING, 2-WAY 2"C POLYETHYLENE CONDUITS	LF	950	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-305-5.3	DIRECTIONAL BORING, 4-WAY 2"C POLYETHYLENE CONDUITS	LF	205	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.1	EXISTING BASE MOUNTED EDGE LIGHT, REMOVED	EA	56	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.2	EXISTING BASE MOUNTED INPAVEMENT EDGE LIGHT, REMOVED	EA	6	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.3	EXISTING BASE MOUNTED INPAVEMENT EDGE LIGHT, REMOVED, BASE TO REMAIN	EA	2	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.4	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED	EA	33	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

SS-310-5.5	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED, BASE TO REMAIN	EA	1	$_____	$_____
	Unit price in words: _____dollars and _____/100				
SS-310-5.6	EXISTING ABANDONED SIGN BASE, REMOVED	EA	2	$_____	$_____
	Unit price in words: _____dollars and _____/100				
SS-310-5.7	L-850C LOW PROFILE BASE MOUNTED INPAVEMENT RUNWAY EDGE LIGHT, INSTALLED	EA	5	$_____	$_____
	Unit price in words: _____dollars and _____/100				
SS-310-5.8	L-850C LOW PROFILE BASE MOUNTED INPAVEMENT RUNWAY EDGE LIGHT, INSTALLED ON EXISTING BASE	EA	2	$_____	$_____
	Unit price in words: _____dollars and _____/100				
SS-310-5.9	L-858(L) BASE MOUNTED, LED 1-MODULE GUIDANCE SIGN, INSTALLED	EA	11	$_____	$_____
	Unit price in words: _____dollars and _____/100				
SS-310-5.10	L-858(L) BASE MOUNTED, LED 2-MODULE GUIDANCE SIGN, INSTALLED	EA	2	$_____	$_____
	Unit price in words: _____dollars and _____/100				
SS-310-5.11	L-858(L) BASE MOUNTED, LED 3-MODULE GUIDANCE SIGN, INSTALLED	EA	4	$_____	$_____
	Unit price in words: _____dollars and _____/100				

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

SS-310-5.12	L-858(L) BASE MOUNTED, LED 3-MODULE GUIDANCE SIGN, INSTALLED WITHIN EXISTING PAVED SHOULDER	EA	2	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.13	L-858(L) BASE MOUNTED, LED 1-MODULE RUNWAY DISTANCE REMAINING SIGN, INSTALLED	EA	9	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.14	VEHICLE SIGN ASSEMBLY	LS	100	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.15	L-862 BASE MOUNTED RUNWAY EDGE LIGHT, INSTALLED	EA	49	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.16	L-862E BASE MOUNTED RUNWAY THRESHOLD/END LIGHT, INSTALLED	EA	8	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
SS-310-5.17	FIELD LIGHTNING ARRESTOR, INSTALLED	EA	8	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				
L-108-5.1	NO. 8 AWG 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT	LF	19,400	$_____	$_____
	Unit price in words: _____ dollars and _____ /100				

JACK BROOKS REGIONAL AIRPORT
RUNWAY 12-30 RECONSTRUCTION
BID FORM

L-108-5.2	NO. 6 AWG SOLID, BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING GROUND RODS AND GROUND CONNECTORS	LF	18,400	$_____	$_____
	Unit price in words: _____dollars and _____/100				
L-110-5.1	NON-ENCASED ELECTRICAL CONDUIT, 1-WAY 2"C	LF	15,100	$_____	$_____
	Unit price in words: _____dollars and _____/100				
L-110-5.2	CONCRETE ENCASED ELECTRICAL CONDUIT, 1-WAY 2"C	LF	245	$_____	$_____
	Unit price in words: _____dollars and _____/100				
L-115-5.1	PRECAST CONCRETE ELECTRICAL HANDHOLE, INTERIOR DIMENSIONS 2'L x 3'W x 3'D, INSTALLED	EA	14	$_____	$_____
	Unit price in words: _____dollars and _____/100				
L-115-5.2	EXISTING CONCRETE ENCASED, ELECTRICAL JUNCTION STRUCTURE, REMOVED	EA	1	$_____	$_____
	Unit price in words: _____dollars and _____/100				

TOTAL (BASE BID) $_____

Total price in words: _____dollars and _____/100

It is understood the quantities of work to be done at unit prices are approximate and are intended for bidding purposes only. Amounts are to be shown in both words and figures. In case of discrepancy the amount shown in words shall govern.

Contract Award will be based on the lowest qualified bidder, depending on the availability of funds.

Bidders understand the Owner reserves the right to reject any irregular proposal and the right to waive technicalities if such waiver is in the best interest of the Owner and conforms to State and local laws and ordinances pertaining to the letting of construction contracts. Funding availability will be considered in selecting the bid award. The bidder agrees this bid shall be honored and may not be withdrawn for a period of 90 calendar days after the scheduled closing time for receiving bids.

Bidder hereby agrees to commence work under this contract on or before a date to be specified in a written "Notice to Proceed" and to fully complete the project within:

- **150 Calendar Days** thereafter.

Bidder further agrees to pay as liquidated damages the sum of **One Thousand** Dollars (**$1,000.00)** for each calendar day to complete the work beyond the allotted time or as extended by an approved Change Order or Supplemental Agreement.

_____	_____
(Witness)	(Name of Bidder)
_____	By _____
_____	_____
(Address)	(Print Name and Title)
_____	
_____	
(Office Address of Bidder)	
	SEAL (If Bidder is a corporation)

NOTES: Sign in ink. Do not detach.
Items must be bid upon as specified in the Bid Form.

STATEMENT OF BIDDER'S QUALIFICATIONS

All questions must be answered and the data given must be clear and comprehensive. This statement must be notarized. If necessary, questions may be answered on separate attached sheets. The Bidder may submit any additional information he desires.

1. Name of Bidder _____.
2. Permanent main office address

_____

_____

3. When organized _____.
4. If a corporation, where incorporated _____.
5. How many years have been engaged in the contracting business under your present firm or trade name? _____
6. Contracts on hand: (Schedule these, showing amount of each contract and the appropriate anticipated dates of completion)

_____

_____

_____

General character of work performed by your company

7. Have you ever failed to complete any work awarded to you? _____
8. Have you ever defaulted on a Contract? _____

   If so, where and why? _____

_____

_____

9. Have you ever been fined or had your license suspended by a Contractor's Licensing Board? _____

   If so, where and why? _____

_____

_____

10. List the more important projects recently completed by your company, stating the approximate cost for each, and the month and year completed (attach to back of this document).
11. List your major equipment available for this Contract (attach to back of this document).
12. List your experience in construction work similar in scope and scale to this project (attach to back of this document).
13. Background and experience of the principal members of your organization, including the officers (attach to back of this document).
14. Credit available: $_____
15. Give Bank reference:_____

16. Will you, upon request, fill out a detailed financial statement and furnish any other information that may be required by the Owner? _____

The undersigned hereby authorizes and requests any person, firm, or corporation to furnish any information requested by the Owner, in verification of the recitals comprising this statement of Bidder's Qualifications.

The Bidder shall provide a brief description of any litigation or administrative proceeding of the following types, either pending or concluded within the proceeding year, to which the Bidder (and the ultimate controlling person, if different from the Bidder) or any of its directors or executive officers was a party or of which the property of any such person is or was the subject; the names of the parties and the court or agency in which such litigation or proceeding is or was pending shall be given:

(a) Administrative or judicial proceedings of any state federal agency or authority concerning environmental violations;

(b) Proceedings which may have a material effect upon the solvency of the ultimate holding company, including but not necessarily limited to, bankruptcy and receivership; and

(c) Criminal proceedings.

Dated at _____ this _____ day of _____, 20____.

_____

(Name of Bidder)

By _____

Title _____

STATE OF _____)

) §.

COUNTY OF _____)

_____being duly sworn deposes and says that he is

_____ of _____

(Name of Organization)

and that the answers to the foregoing questions and all statements therein contained are true and correct.
SUBSCRIBED AND SWORN TO BEFORE ME this _____ day of _____
_____, 20____.

_____

(Notary Public)

My Commission Expires:

_____

SECTION D
STATEMENT OF BIDDER'S QUALIFICATIONS

STATEMENT OF BIDDER'S QUALIFICATIONS

All questions must be answered and the data given must be clear and comprehensive. This statement must be notarized. If necessary, questions may be answered on separate attached sheets. The Bidder may submit any additional information he desires.

1. Name of Bidder _____.
2. Permanent main office address

   _____

   _____
3. When organized _____.
4. If a corporation, where incorporated _____.
5. How many years have been engaged in the contracting business under your present firm or trade name? _____
6. Contracts on hand: (Schedule these, showing amount of each contract and the appropriate anticipated dates of completion)

   _____

   _____

   _____

   General character of work performed by your company
7. Have you ever failed to complete any work awarded to you? _____
8. Have you ever defaulted on a Contract? _____

   If so, where and why? _____

   _____

   _____
9. Have you ever been fined or had your license suspended by a Contractor's Licensing Board? _____

   If so, where and why? _____

   _____

   _____
10. List the more important projects recently completed by your company, stating the approximate cost for each, and the month and year completed (attach to back of this document).
11. List your major equipment available for this Contract (attach to back of this document).
12. List your experience in construction work similar in scope and scale to this project (attach to back of this document).
13. Background and experience of the principal members of your organization, including the officers (attach to back of this document).
14. Credit available: $_____
15. Give Bank reference: _____

16. Will you, upon request, fill out a detailed financial statement and furnish any other information that may be required by the Owner? _____

The undersigned hereby authorizes and requests any person, firm, or corporation to furnish any information requested by the Owner, in verification of the recitals comprising this statement of Bidder's Qualifications.

The Bidder shall provide a brief description of any litigation or administrative proceeding of the following types, either pending or concluded within the proceeding year, to which the Bidder (and the ultimate controlling person, if different from the Bidder) or any of its directors or executive officers was a party or of which the property of any such person is or was the subject; the names of the parties and the court or agency in which such litigation or proceeding is or was pending shall be given:

(a) Administrative or judicial proceedings of any state federal agency or authority concerning environmental violations;

(b) Proceedings which may have a material effect upon the solvency of the ultimate holding company, including but not necessarily limited to, bankruptcy and receivership; and

(c) Criminal proceedings.

Dated at _____ this _____ day of _____, 20____.

_____

(Name of Bidder)

By _____

Title _____

STATE OF _____)

) §.

COUNTY OF _____)

_____being duly sworn deposes and says that he is

_____ of _____

(Name of Organization)

and that the answers to the foregoing questions and all statements therein contained are true and correct.
SUBSCRIBED AND SWORN TO BEFORE ME this _____ day of _____, 20 _____.

_____

(Notary Public)

My Commission Expires:

_____

SECTION E
BID SURETY

INSERT BID SURETY HERE

SECTION F
CONTRACT

CONTRACT

THIS AGREEMENT made this _____ day of _____, 2015, by and between _____. a Corporation organized and existing under the laws of the State of _____ hereinafter called the "Contractor", and **JEFFERSON COUNTY, TEXAS**, hereinafter called the "Owner".

W I T N E S S E T H:

That the Contractor and the Owner for the consideration stated herein mutually agree as follows:

ARTICLE 1. Statement of Work. The Contractor shall furnish all supervision, technical personnel, labor, materials, machinery, tools, equipment, incidentals and services, including utility and transportation services and perform and complete all work required for the construction of **Runway 12-30 Reconstruction at Jack Brooks Regional Airport** in strict accordance with the Contract Documents.

ARTICLE 2. The Contract Price. The Owner will pay the Contractor, because of his performance of the Contract, for the total quantities of work performed at the lump sum and unit prices stipulated in the Proposal for the **Base Bid with Additive Alternate No. 1 and Additive Alternate No. 2, not to exceed a total contract value of _____ dollars and no /100 ($_____)** subject to additions, and deductions as provided in the Section entitled "CHANGES IN THE WORK" under GENERAL PROVISIONS.

ARTICLE 3. Contract Time. The Contractor agrees to begin work within ten (10) calendar days after issuance by the Owner of a "Work Order" or "Notice to Proceed" and to complete the work within **ONE-HUNDRED-FIFTY (150)** consecutive calendar days thereafter (except as modified in accordance with the GENERAL PROVISIONS of these Contract Documents). If the Contractor shall fail to complete the work within the time specified, he and his Surety shall be liable for payment to the Owner, as liquidated damages ascertained and agreed, and not in the nature of a penalty, the amount specified in the PROPOSAL of these Contract Documents for each day of delay. To the extent sufficient in amount, liquidated damages shall be deducted from the payments to be made under this Contract.

ARTICLE 4. Contract. The executed Contract Documents shall consist of the following:

a. Advertisement and Invitation to Bidders
b. Instructions to Bidders
c. Bid Form and Proposal
d. Executed Contract
e. Statement of Bidder's Qualifications
f. List of Proposed Subcontractors
g. Performance and Payment Bonds
h. Certificates of Insurance and Insurance Policies
i. General Provisions (FAA AC 150/5370-10F)
j. Special Provisions
k. Addenda (if any)
l. Wage Rates
m. Technical Specifications
n. Drawings
o. Certificate(s) of Insurance

This Agreement, together with other Documents enumerated in this Article 4, which said other Documents are as fully a part of the Contract as if hereto attached or herein repeated, form the Contract between the parties hereto. In the event that any provisions in any component part of this Contract conflicts with any provision of any other component part, the conflict shall be resolved by the Engineer whose decision shall be final.

ARTICLE 5. Surety. The Surety on the Performance-Payment Bond shall be a surety company of financial resources satisfactory to the Owner, authorized to do business in the State of Texas, and shall comply with applicable Texas laws.

IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed in four (4) counterparts, each of which shall be considered an original on the day and year first above written.

Name _____
(Contractor)

ATTEST: _____ By _____

_____ Title: _____
(Print the names underneath all signatures)

_____
(Street)

_____
(City)

JEFFERSON COUNTY, TEXAS, _____
(Owner)

ATTEST: _____ By _____

_____ Title: _____
(Print the names underneath all signatures)

SECTION G
NOTICE OF AWARD AND NOTICE TO PROCEED

NOTICE OF AWARD

DATED:_____ , 2015

TO: .

ADDRESS:

PROJECT OWNER: JEFFERSON COUNTY

FAA AIP GRANT No. 3-48-0018-031-2015

CONTRACT FOR: RUNWAY 12-30 RECONSTRUCTION

CONSTRUCTION OF: JACK BROOKS REGIONAL AIRPORT

****

You are notified that your Bid dated XXX, 201X for the above Contract has been considered. You are the apparent Successful Bidder and have been awarded a contract for Base Bid with Additive Alternate No. X .

The Contract Price of your contract is_____ dollars and no /100 ($XXXXXX).

You must comply with the following conditions precedent within FIFTEEN (15) days of the date of this *Notice of Award* that is by, XXXXX, 2015.

1. You must deliver to the **OWNER 4** fully executed counterparts of the Agreement including all the Contract Documents.

2. You must deliver with the executed Agreement the Contract Security (Bonds) as specified in the Advertisement for Bids, General Conditions (Article 2), and Supplementary Conditions.

3. You must deliver to the **OWNER** 4 original ***Certificates of Insurance*****,** naming the Owner ***(Jefferson County)*** and Engineer ***(Garver, LLC.)*** and their respective agents and employees, to be expressly named as additional insured's, in accordance with the General Conditions.

Failure to comply with these conditions within the time specified will entitle OWNER to consider your bid in default, to annul this Notice of Award, and to declare your Bid Security forfeited.

Within ten (10) days after you comply with the above conditions, OWNER will return to you one (1) fully signed counterpart of the Agreement with the Contract Documents attached.

Sincerely,

GARVER, LLC

Thomas D Dodson, PE

Senior Project Manager

ACCEPTANCE OF AWARD:

CONTRACTOR:

_____

BY:_____

TITLE:_____

DATE:_____

XXXXXXX, 201X

XXXXXXXXXXX
XXXXXXXXXXX
XXXXXXXXXXX
XXXXXXXXXXX

Re: Jack Brooks Regional Airport
Runway 12-30 Reconstruction; Jefferson County Contract 15-017/JW
AIP No. 3-48-0018-031-2015
Notice to Proceed

Dear Mr. _____:

Please consider this letter as your Notice to Proceed with construction on the above referenced project, effective XXXXXXX, 201X.

Under the terms of the Contract, contract time will start when construction begins or ten (10) days after the effective date of this Notice to Proceed, whichever comes first. Work must be completed within 150 calendar days of the start of contract time. Before you start work at the site, Special Provisions Section C-01 requires that you must deliver to the Engineer and Owner Certificates of Insurance which you are required to purchase and maintain in accordance with the Contract. As stipulated in the Contract Proposal, failure to complete the work within the contract time shall result in the assessment of liquidated damages. The damages are therein set in the amount of $1,000.00 per calendar day.

As required in Section 80-03, a construction schedule is to be submitted as soon as possible since no schedule was submitted at the pre-construction meeting of XXXXXXXXXXX, 201X.

Please call me if you have any questions.

Sincerely,

GARVER, LLC

Thomas D Dodson, P.E.
Sr. Project Manager

CC: Alex Rupp, Jack Brooks Regional Airport (via email)

SECTION H
PAYMENT, PERFORMANCE BONDS and CERTIFICATE of INSURANCE

PAYMENT BOND

PERFORMANCE BOND

INSERT INSURANCE DOCUMENTS HERE

SECTION I
GENERAL PROVISIONS
(FAA AC 150/5370-10G)

GENERAL PROVISIONS

SECTION 10
DEFINITION OF TERMS

Whenever the following terms are used in these specifications, in the contract, or in any documents or other instruments pertaining to construction where these specifications govern, the intent and meaning shall be interpreted as follows:

10-1 AASHTO. The American Association of State Highway and Transportation Officials, the successor association to AASHO.

10-2 ACCESS ROAD. The right-of-way, the roadway and all improvements constructed thereon connecting the airport to a public highway.

10-3 ADVERTISEMENT. A public announcement, as required by local law, inviting bids for work to be performed and materials to be furnished.

10-4 AIRPORT IMPROVEMENT PROGRAM (AIP). A grant-in-aid program, administered by the Federal Aviation Administration (FAA).

10-5 AIR OPERATIONS AREA (AOA). For the purpose of these specifications, the term air operations area (AOA) shall mean any area of the airport used or intended to be used for the landing, takeoff, or surface maneuvering of aircraft. An air operation area shall include such paved or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiway, or apron.

10-6 AIRPORT. Airport means an area of land or water which is used or intended to be used for the landing and takeoff of aircraft; an appurtenant area used or intended to be used for airport buildings or other airport facilities or rights of way; and airport buildings and facilities located in any of these areas, and includes a heliport.

10-7 ASTM INTERNATIONAL (ASTM). Formerly known as the American Society for Testing and Materials (ASTM).

10-8 AWARD. The Owner's notice to the successful bidder of the acceptance of the submitted bid.

10-9 BIDDER. Any individual, partnership, firm, or corporation, acting directly or through a duly authorized representative, who submits a proposal for the work contemplated.

10-10 BUILDING AREA. An area on the airport to be used, considered, or intended to be used for airport buildings or other airport facilities or rights-of-way together with all airport buildings and facilities located thereon.

10-11 CALENDAR DAY. Every day shown on the calendar.

10-12 CHANGE ORDER. A written order to the Contractor covering changes in the plans, specifications, or proposal quantities and establishing the basis of payment and contract time adjustment, if any, for the work affected by such changes. The work, covered by a change order, must be within the scope of the contract.

10-13 CONTRACT. The written agreement covering the work to be performed. The awarded contract shall include, but is not limited to: Advertisement, Contract Form, Proposal, Performance Bond, Payment Bond, any required insurance certificates, Specifications, Plans, and any addenda issued to bidders.

10-14 CONTRACT ITEM (PAY ITEM). A specific unit of work for which a price is provided in the contract.

10-15 CONTRACT TIME. The number of calendar days or working days, stated in the proposal, allowed for completion of the contract, including authorized time extensions. If a calendar date of completion is stated in the proposal, in lieu of a number of calendar or working days, the contract shall be completed by that date.

10-16 CONTRACTOR. The individual, partnership, firm, or corporation primarily liable for the acceptable performance of the work contracted and for the payment of all legal debts pertaining to the work who acts directly or through lawful agents or employees to complete the contract work.

10-17 CONTRACTOR'S LABORATORY. The Contractor's quality control organization in accordance with the Contractor Quality Control Program.

10-18 CONSTRUCTION SAFETY AND PHASING PLAN (CSPP). The overall plan for safety and phasing of a construction project developed by the airport operator, or developed by the airport operator's consultant and approved by the airport operator. It is included in the invitation for bids and becomes part of the project specifications.

10-19 DRAINAGE SYSTEM. The system of pipes, ditches, and structures by which surface or subsurface waters are collected and conducted from the airport area.

10-20 ENGINEER. The individual, partnership, firm, or corporation duly authorized by the Owner to be responsible for engineering inspection of the contract work and acting directly or through an authorized representative.

10-21 EQUIPMENT. All machinery, together with the necessary supplies for upkeep and maintenance, and also all tools and apparatus necessary for the proper construction and acceptable completion of the work.

10-22 EXTRA WORK. An item of work not provided for in the awarded contract as previously modified by change order or supplemental agreement, but which is found by the Engineer to be necessary to complete the work within the intended scope of the contract as previously modified.

10-23 FAA. The Federal Aviation Administration of the U.S. Department of Transportation. When used to designate a person, FAA shall mean the Administrator or his or her duly authorized representative.

10-24 FEDERAL SPECIFICATIONS. The Federal Specifications and Standards, Commercial Item Descriptions, and supplements, amendments, and indices thereto are prepared and issued by the General Services Administration of the Federal Government.

10-25 FORCE ACCOUNT. Force account work is planning, engineering, or construction work done by the Sponsor's employees.

10-26 INSPECTOR. An authorized representative of the Engineer assigned to make all necessary inspections, observations and/or observation of tests of the work performed or being performed, or of the materials furnished or being furnished by the Contractor.

10-27 INTENTION OF TERMS. Whenever, in these specifications or on the plans, the words "directed," "required," "permitted," "ordered," "designated," "prescribed," or words of like import are used, it shall be understood that the direction, requirement, permission, order, designation, or prescription of the Engineer is intended; and similarly, the words "approved," "acceptable," "satisfactory," or words of like import, shall mean approved by, or acceptable to, or satisfactory to the Engineer, subject in each case to the final determination of the Owner.

Any reference to a specific requirement of a numbered paragraph of the contract specifications or a cited standard shall be interpreted to include all general requirements of the entire section, specification item, or

cited standard that may be pertinent to such specific reference.

10-28 LABORATORY. The official testing laboratories of the Owner or such other laboratories as may be designated by the Engineer. Also referred to as "Engineer's Laboratory" or "quality assurance laboratory."

10-29 LIGHTING. A system of fixtures providing or controlling the light sources used on or near the airport or within the airport buildings. The field lighting includes all luminous signals, markers, floodlights, and illuminating devices used on or near the airport or to aid in the operation of aircraft landing at, taking off from, or taxiing on the airport surface.

10-30 MAJOR AND MINOR CONTRACT ITEMS. A major contract item shall be any item that is listed in the proposal, the total cost of which is equal to or greater than 20% of the total amount of the award contract. All other items shall be considered minor contract items.

10-31 MATERIALS. Any substance specified for use in the construction of the contract work.

10-32 NOTICE TO PROCEED (NTP). A written notice to the Contractor to begin the actual contract work on a previously agreed to date. If applicable, the Notice to Proceed shall state the date on which the contract time begins.

10-33 OWNER. The term "Owner" shall mean the party of the first part or the contracting agency signatory to the contract. Where the term "Owner" is capitalized in this document, it shall mean airport Sponsor only.

10-34 PASSENGER FACILITY CHARGE (PFC). Per 14 CFR Part 158 and 49 USC § 40117, a PFC is a charge imposed by a public agency on passengers enplaned at a commercial service airport it controls."

10-35 PAVEMENT. The combined surface course, base course, and subbase course, if any, considered as a single unit.

10-36 PAYMENT BOND. The approved form of security furnished by the Contractor and his or her surety as a guaranty that the Contractor will pay in full all bills and accounts for materials and labor used in the construction of the work.

10-37 PERFORMANCE BOND. The approved form of security furnished by the Contractor and his or her surety as a guaranty that the Contractor will complete the work in accordance with the terms of the contract.

10-38 PLANS. The official drawings or exact reproductions which show the location, character, dimensions and details of the airport and the work to be done and which are to be considered as a part of the contract, supplementary to the specifications.

10-39 PROJECT. The agreed scope of work for accomplishing specific airport development with respect to a particular airport.

10-40 PROPOSAL. The written offer of the bidder (when submitted on the approved proposal form) to perform the contemplated work and furnish the necessary materials in accordance with the provisions of the plans and specifications.

10-41 PROPOSAL GUARANTY. The security furnished with a proposal to guarantee that the bidder will enter into a contract if his or her proposal is accepted by the Owner.

10-42 RUNWAY. The area on the airport prepared for the landing and takeoff of aircraft.

10-43 SPECIFICATIONS. A part of the contract containing the written directions and requirements for completing the contract work. Standards for specifying materials or testing which are cited in the contract specifications by reference shall have the same force and effect as if included in the contract physically.

10-44 SPONSOR. A Sponsor is defined in 49 USC § 47102(24) as a public agency that submits to the FAA for an AIP grant; or a private Owner of a public-use airport that submits to the FAA an application for an AIP grant for the airport.

10-45 STRUCTURES. Airport facilities such as bridges; culverts; catch basins, inlets, retaining walls, cribbing; storm and sanitary sewer lines; water lines; underdrains; electrical ducts, manholes, handholes, lighting fixtures and bases; transformers; flexible and rigid pavements; navigational aids; buildings; vaults; and, other manmade features of the airport that may be encountered in the work and not otherwise classified herein.

10-46 SUBGRADE. The soil that forms the pavement foundation.

10-47 SUPERINTENDENT. The Contractor's executive representative who is present on the work during progress, authorized to receive and fulfill instructions from the Engineer, and who shall supervise and direct the construction.

10-48 SUPPLEMENTAL AGREEMENT. A written agreement between the Contractor and the Owner covering (1) work that would increase or decrease the total amount of the awarded contract, or any major contract item, by more than 25%, such increased or decreased work being within the scope of the originally awarded contract; or (2) work that is not within the scope of the originally awarded contract.

10-49 SURETY. The corporation, partnership, or individual, other than the Contractor, executing payment or performance bonds that are furnished to the Owner by the Contractor.

10-50 TAXIWAY. For the purpose of this document, the term taxiway means the portion of the air operations area of an airport that has been designated by competent airport authority for movement of aircraft to and from the airport's runways, aircraft parking areas, and terminal areas.

10-51 WORK. The furnishing of all labor, materials, tools, equipment, and incidentals necessary or convenient to the Contractor's performance of all duties and obligations imposed by the contract, plans, and specifications.

10-52 WORKING DAY. A working day shall be any day other than a legal holiday, Saturday, or Sunday on which the normal working forces of the Contractor may proceed with regular work for at least six (6) hours toward completion of the contract. When work is suspended for causes beyond the Contractor's control, it will not be counted as a working day. Saturdays, Sundays and holidays on which the Contractor's forces engage in regular work will be considered as working days.

END OF SECTION 10

SECTION 20
PROPOSAL REQUIREMENTS AND CONDITIONS

20-1 ADVERTISEMENT (NOTICE TO BIDDERS). ***(See Page A-2)***

20-2 QUALIFICATION OF BIDDERS. Each bidder shall furnish the Owner satisfactory evidence of his or her competency to perform the proposed work. Such evidence of competency, unless otherwise specified, shall consist of statements covering the bidder's past experience on similar work, a list of equipment that would be available for the work, and a list of key personnel that would be available. In addition, each bidder shall furnish the Owner satisfactory evidence of his or her financial responsibility. Such evidence of financial responsibility, unless otherwise specified, shall consist of a confidential statement or report of the bidder's financial resources and liabilities as of the last calendar year or the bidder's last fiscal year.

Such statements or reports shall be certified by a public accountant. At the time of submitting such financial statements or reports, the bidder shall further certify whether his or her financial responsibility is approximately the same as stated or reported by the public accountant. If the bidder's financial responsibility has changed, the bidder shall qualify the public accountant's statement or report to reflect the bidder's true financial condition at the time such qualified statement or report is submitted to the Owner.
Unless otherwise specified, a bidder may submit evidence that he or she is prequalified with the State Highway Division and is on the current "bidder's list" of the state in which the proposed work is located. Such evidence of State Highway Division prequalification may be submitted as evidence of financial responsibility in lieu of the certified statements or reports specified above.

Each bidder shall submit "evidence of competency" and "evidence of financial responsibility" to the Owner at the time of bid opening.

20-3 CONTENTS OF PROPOSAL FORMS. The Owner shall furnish bidders with proposal forms. All papers bound with or attached to the proposal forms are necessary parts and must not be detached.

The plans, specifications, and other documents designated in the proposal form shall be considered a part of the proposal whether attached or not.

20-4 ISSUANCE OF PROPOSAL FORMS. The Owner reserves the right to refuse to issue a proposal form to a prospective bidder should such bidder be in default for any of the following reasons:

a. Failure to comply with any prequalification regulations of the Owner, if such regulations are cited, or otherwise included, in the proposal as a requirement for bidding.

b. Failure to pay, or satisfactorily settle, all bills due for labor and materials on former contracts in force with the Owner at the time the Owner issues the proposal to a prospective bidder.

c. Documented record of Contractor default under previous contracts with the Owner.

d. Documented record of unsatisfactory work on previous contracts with the Owner.

20-5 INTERPRETATION OF ESTIMATED PROPOSAL QUANTITIES. An estimate of quantities of work to be done and materials to be furnished under these specifications is given in the proposal. It is the result of careful calculations and is believed to be correct. It is given only as a basis for comparison of proposals and the award of the contract. The Owner does not expressly, or by implication, agree that the actual quantities involved will correspond exactly therewith; nor shall the bidder plead misunderstanding or deception because of such estimates of quantities, or of the character, location, or other conditions pertaining to the work. Payment to the Contractor will be made only for the actual quantities of work performed or materials furnished in accordance with the plans and specifications. It is understood that the

quantities may be increased or decreased as hereinafter provided in the subsection 40-02 titled ALTERATION OF WORK AND QUANTITIES of Section 40 without in any way invalidating the unit bid prices.

20-6 EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE. The bidder is expected to carefully examine the site of the proposed work, the proposal, plans, specifications, and contract forms. Bidders shall satisfy themselves as to the character, quality, and quantities of work to be performed, materials to be furnished, and as to the requirements of the proposed contract. The submission of a proposal shall be prima facie evidence that the bidder has made such examination and is satisfied as to the conditions to be encountered in performing the work and as to the requirements of the proposed contract, plans, and specifications. **Boring logs and other records of subsurface investigations and tests are available for inspection of bidders. It is understood and agreed that such subsurface information, whether included in the plans, specifications, or otherwise made available to the bidder, was obtained and is intended for the Owner's design and estimating purposes only. Such information has been made available for the convenience of all bidders. It is further understood and agreed that each bidder is solely responsible for all assumptions, deductions, or conclusions which the bidder may make or obtain from his or her examination of the boring logs and other records of subsurface investigations and tests that are furnished by the Owner.**

20-7 PREPARATION OF PROPOSAL. The bidder shall submit his or her proposal on the forms furnished by the Owner. All blank spaces in the proposal forms must be correctly filled in where indicated for each and every item for which a quantity is given. If so requested, the bidder shall state the price (written in ink or typed) both in words and numerals for which they propose to do for each pay item furnished in the proposal. In case of conflict between words and numerals, the words, unless obviously incorrect, shall govern.

The bidder shall sign the proposal correctly and in ink. If the proposal is made by an individual, his or her name and post office address must be shown. If made by a partnership, the name and post office address of each member of the partnership must be shown. If made by a corporation, the person signing the proposal shall give the name of the state under the laws of which the corporation was chartered and the name, titles, and business address of the president, secretary, and the treasurer. Anyone signing a proposal as an agent shall file evidence of his or her authority to do so and that the signature is binding upon the firm or corporation.

20-8 RESPONSIVE AND RESPONSIBLE BIDDER. A responsive bid conforms to all significant terms and conditions contained in the Sponsor's invitation for bid. It is the Sponsor's responsibility to decide if the exceptions taken by a bidder to the solicitation are material or not and the extent of deviation it is willing to accept.

A responsible bidder has the ability to perform successfully under the terms and conditions of a proposed procurement, as defined in 49 CFR § 18.36(b)(8). This includes such matters as Contractor integrity, compliance with public policy, record of past performance, and financial and technical resources.

20-9 IRREGULAR PROPOSALS. Proposals shall be considered irregular for the following reasons:

a. If the proposal is on a form other than that furnished by the Owner, or if the Owner's form is altered, or if any part of the proposal form is detached.

b. If there are unauthorized additions, conditional or alternate pay items, or irregularities of any kind that make the proposal incomplete, indefinite, or otherwise ambiguous.

c. If the proposal does not contain a unit price for each pay item listed in the proposal, except in the case of authorized alternate pay items, for which the bidder is not required to furnish a unit price.

d. If the proposal contains unit prices that are obviously unbalanced.

e. If the proposal is not accompanied by the proposal guaranty specified by the Owner.

The Owner reserves the right to reject any irregular proposal and the right to waive technicalities if such waiver is in the best interest of the Owner and conforms to local laws and ordinances pertaining to the letting of construction contracts.

20-10 BID GUARANTEE. Each separate proposal shall be accompanied by a certified check, or other specified acceptable collateral, in the amount specified in the proposal form. Such check, or collateral, shall be made payable to the Owner.

20-11 DELIVERY OF PROPOSAL. Each proposal submitted shall be placed in a sealed envelope plainly marked with the project number, location of airport, and name and business address of the bidder on the outside. When sent by mail, preferably registered, the sealed proposal, marked as indicated above, should be enclosed in an additional envelope. No proposal will be considered unless received at the place specified in the advertisement or as modified by Addendum before the time specified for opening all bids.
Proposals received after the bid opening time shall be returned to the bidder unopened.

20-12 WITHDRAWAL OR REVISION OF PROPOSALS. A bidder may withdraw or revise (by withdrawal of one proposal and submission of another) a proposal provided that the bidder's request for withdrawal is received by the Owner in writing or by fax or email before the time specified for opening bids. Revised proposals must be received at the place specified in the advertisement before the time specified for opening all bids.

20-13 PUBLIC OPENING OF PROPOSALS. Proposals shall be opened, and read, publicly at the time and place specified in the advertisement. Bidders, their authorized agents, and other interested persons are invited to attend. Proposals that have been withdrawn (by written or telegraphic request) or received after the time specified for opening bids shall be returned to the bidder unopened.

20-14 DISQUALIFICATION OF BIDDERS. A bidder shall be considered disqualified for any of the following reasons:

a. Submitting more than one proposal from the same partnership, firm, or corporation under the same or different name.

b. Evidence of collusion among bidders. Bidders participating in such collusion shall be disqualified as bidders for any future work of the Owner until any such participating bidder has been reinstated by the Owner as a qualified bidder.

c. If the bidder is considered to be in "default" for any reason specified in the subsection 20-04 titled ISSUANCE OF PROPOSAL FORMS of this section.

END OF SECTION 20

SECTION 30
AWARD AND EXECUTION OF CONTRACT

30-1 CONSIDERATION OF PROPOSALS. After the proposals are publicly opened and read, they will be compared on the basis of the summation of the products obtained by multiplying the estimated quantities shown in the proposal by the unit bid prices. If a bidder's proposal contains a discrepancy between unit bid prices written in words and unit bid prices written in numbers, the unit price written in words shall govern.

Until the award of a contract is made, the Owner reserves the right to reject a bidder's proposal for any of the following reasons:

a. If the proposal is irregular as specified in the subsection 20-09 titled IRREGULAR PROPOSALS of Section 20.

b. If the bidder is disqualified for any of the reasons specified in the subsection 20-14 titled DISQUALIFICATION OF BIDDERS of Section 20.

In addition, until the award of a contract is made, the Owner reserves the right to reject any or all proposals, waive technicalities, if such waiver is in the best interest of the Owner and is in conformance with applicable state and local laws or regulations pertaining to the letting of construction contracts; advertise for new proposals; or proceed with the work otherwise. All such actions shall promote the Owner's best interests.

30-2 AWARD OF CONTRACT. The award of a contract, if it is to be awarded, shall be made within *the amount specified in the advertisement and proposal in* calendar days of the date specified for publicly opening proposals, unless otherwise specified herein.

Award of the contract shall be made by the Owner to the lowest, qualified bidder whose proposal conforms to the cited requirements of the Owner.

30-3 CANCELLATION OF AWARD. The Owner reserves the right to cancel the award without liability to the bidder, except return of proposal guaranty, at any time before a contract has been fully executed by all parties and is approved by the Owner in accordance with the subsection 30-07 titled APPROVAL OF CONTRACT of this section.

30-4 RETURN OF PROPOSAL GUARANTY. All proposal guaranties, except those of the two lowest bidders, will be returned immediately after the Owner has made a comparison of bids as specified in the subsection 30-01 titled CONSIDERATION OF PROPOSALS of this section. Proposal guaranties of the two lowest bidders will be retained by the Owner until such time as an award is made, at which time, the unsuccessful bidder's proposal guaranty will be returned. The successful bidder's proposal guaranty will be returned as soon as the Owner receives the contract bonds as specified in the subsection 30-05 titled REQUIREMENTS OF CONTRACT BONDS of this section.

30-5 REQUIREMENTS OF CONTRACT BONDS. At the time of the execution of the contract, the successful bidder shall furnish the Owner a surety bond or bonds that have been fully executed by the bidder and the surety guaranteeing the performance of the work and the payment of all legal debts that may be incurred by reason of the Contractor's performance of the work. The surety and the form of the bond or bonds shall be acceptable to the Owner. Unless otherwise specified in this subsection, the surety bond or bonds shall be in a sum equal to the full amount of the contract.

30-6 EXECUTION OF CONTRACT. The successful bidder shall sign (execute) the necessary agreements for entering into the contract and return the signed contract to the Owner, along with the fully executed surety bond or bonds specified in the subsection 30-05 titled REQUIREMENTS OF CONTRACT BONDS of this section, within calendar days from the date mailed or otherwise delivered to the successful bidder.

30-7 APPROVAL OF CONTRACT. Upon receipt of the contract and contract bond or bonds that have been executed by the successful bidder, the Owner shall complete the execution of the contract in accordance with local laws or ordinances, and return the fully executed contract to the Contractor. Delivery of the fully executed contract to the Contractor shall constitute the Owner's approval to be bound by the successful bidder's proposal and the terms of the contract.

30-8 FAILURE TO EXECUTE CONTRACT. Failure of the successful bidder to execute the contract and furnish an acceptable surety bond or bonds within the 15 calendar day period specified in the subsection 30-06 titled EXECUTION OF CONTRACT of this section shall be just cause for cancellation of the award and forfeiture of the proposal guaranty, not as a penalty, but as liquidation of damages to the Owner.

END OF SECTION 30

SECTION 40
SCOPE OF WORK

40-1 INTENT OF CONTRACT. The intent of the contract is to provide for construction and completion, in every detail, of the work described. It is further intended that the Contractor shall furnish all labor, materials, equipment, tools, transportation, and supplies required to complete the work in accordance with the plans, specifications, and terms of the contract.

40-2 ALTERATION OF WORK AND QUANTITIES. The Owner reserves and shall have the right to make such alterations in the work as may be necessary or desirable to complete the work originally intended in an acceptable manner. Unless otherwise specified herein, the Engineer shall be and is hereby authorized to make such alterations in the work as may increase or decrease the originally awarded contract quantities, provided that the aggregate of such alterations does not change the total contract cost or the total cost of any major contract item by more than 25% (total cost being based on the unit prices and estimated quantities in the awarded contract). Alterations that do not exceed the 25% limitation shall not invalidate the contract nor release the surety, and the Contractor agrees to accept payment for such alterations as if the altered work had been a part of the original contract. These alterations that are for work within the general scope of the contract shall be covered by "Change Orders" issued by the Engineer. Change orders for altered work shall include extensions of contract time where, in the Engineer's opinion, such extensions are commensurate with the amount and difficulty of added work.

Should the aggregate amount of altered work exceed the 25% limitation hereinbefore specified, such excess altered work shall be covered by supplemental agreement. If the Owner and the Contractor are unable to agree on a unit adjustment for any contract item that requires a supplemental agreement, the Owner reserves the right to terminate the contract with respect to the item and make other arrangements for its completion.

Supplemental agreements shall be approved by the FAA and shall include all applicable Federal contract provisions for procurement and contracting required under AIP. Supplemental agreements shall also require consent of the Contractor's surety and separate performance and payment bonds.

40-3 OMITTED ITEMS. The Engineer may, in the Owner's best interest, omit from the work any contract item, except major contract items. Major contract items may be omitted by a supplemental agreement. Such omission of contract items shall not invalidate any other contract provision or requirement.

Should a contract item be omitted or otherwise ordered to be non-performed, the Contractor shall be paid for all work performed toward completion of such item prior to the date of the order to omit such item.

Payment for work performed shall be in accordance with the subsection 90-04 titled PAYMENT FOR OMITTED ITEMS of Section 90.

40-4 EXTRA WORK. Should acceptable completion of the contract require the Contractor to perform an item of work for which no basis of payment has been provided in the original contract or previously issued change orders or supplemental agreements, the same shall be called "Extra Work". Extra Work that is within the general scope of the contract shall be covered by written change order. Change orders for such Extra Work shall contain agreed unit prices for performing the change order work in accordance with the requirements specified in the order, and shall contain any adjustment to the contract time that, in the Engineer's opinion, is necessary for completion of such Extra Work.

When determined by the Engineer to be in the Owner's best interest, the Engineer may order the Contractor to proceed with Extra Work as provided in the subsection 90-05 titled PAYMENT FOR EXTRA WORK of Section 90. Extra Work that is necessary for acceptable completion of the project, but is not within the general scope of the work covered by the original contract shall be covered by a Supplemental Agreement as defined in the subsection 10-48 titled SUPPLEMENTAL AGREEMENT of Section 10.

Any claim for payment of Extra Work that is not covered by written agreement (change order or supplemental agreement) shall be rejected by the Owner.

40-5 MAINTENANCE OF TRAFFIC. It is the explicit intention of the contract that the safety of aircraft, as well as the Contractor's equipment and personnel, is the most important consideration.

a. It is understood and agreed that the Contractor shall provide for the free and unobstructed movement of aircraft in the air operations areas (AOAs) of the airport with respect to his or her own operations and the operations of all subcontractors as specified in the subsection 80-04 titled LIMITATION OF OPERATIONS of Section 80. It is further understood and agreed that the Contractor shall provide for the uninterrupted operation of visual and electronic signals (including power supplies thereto) used in the guidance of aircraft while operating to, from, and upon the airport as specified in the subsection 70-15 titled CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE AND FACILITIES OF OTHERS in Section 70.

b. With respect to his or her own operations and the operations of all subcontractors, the Contractor shall provide marking, lighting, and other acceptable means of identifying personnel, equipment, vehicles, storage areas, and any work area or condition that may be hazardous to the operation of aircraft, fire- rescue equipment, or maintenance vehicles at the airport.

c. When the contract requires the maintenance of vehicular traffic on an existing road, street, or highway during the Contractor's performance of work that is otherwise provided for in the contract, plans, and specifications, the Contractor shall keep such road, street, or highway open to all traffic and shall provide such maintenance as may be required to accommodate traffic. The Contractor shall be responsible for the repair of any damage caused by the Contractor's equipment and personnel. The Contractor shall furnish, erect, and maintain barricades, warning signs, flag person, and other traffic control devices in reasonable conformity with the Manual on Uniform Traffic Control Devices (MUTCD) (http://mutcd.fhwa.dot.gov/), unless otherwise specified. The Contractor shall also construct and maintain in a safe condition any temporary connections necessary for ingress to and egress from abutting property or intersecting roads, streets or highways. Unless otherwise specified herein, the Contractor will not be required to furnish snow removal for such existing road, street, or highway.

40-6 REMOVAL OF EXISTING STRUCTURES. All existing structures encountered within the established lines, grades, or grading sections shall be removed by the Contractor, unless such existing structures are otherwise specified to be relocated, adjusted up or down, salvaged, abandoned in place, reused in the work or to remain in place. The cost of removing such existing structures shall not be measured or paid for directly, but shall be included in the various contract items.

Should the Contractor encounter an existing structure (above or below ground) in the work for which the disposition is not indicated on the plans, the Engineer shall be notified prior to disturbing such structure. The disposition of existing structures so encountered shall be immediately determined by the Engineer in accordance with the provisions of the contract.

Except as provided in the subsection 40-07 titled RIGHTS IN AND USE OF MATERIALS FOUND IN THE WORK of this section, it is intended that all existing materials or structures that may be encountered (within the lines, grades, or grading sections established for completion of the work) shall be used in the work as otherwise provided for in the contract and shall remain the property of the Owner when so used in the work.

40-7 RIGHTS IN AND USE OF MATERIALS FOUND IN THE WORK. Should the Contractor encounter any material such as (but not restricted to) sand, stone, gravel, slag, or concrete slabs within the established lines, grades, or grading sections, the use of which is intended by the terms of the contract to be either embankment or waste, the Contractor may at his or her option either:

a. Use such material in another contract item, providing such use is approved by the Engineer and is in conformance with the contract specifications applicable to such use; or,

b. Remove such material from the site, upon written approval of the Engineer; or

c. Use such material for the Contractor's own temporary construction on site; or,

d. Use such material as intended by the terms of the contract.

Should the Contractor wish to exercise option a., b., or c., the Contractor shall request the Engineer's approval in advance of such use.

Should the Engineer approve the Contractor's request to exercise option a., b., or c., the Contractor shall be paid for the excavation or removal of such material at the applicable contract price. The Contractor shall replace, at his or her own expense, such removed or excavated material with an agreed equal volume of material that is acceptable for use in constructing embankment, backfills, or otherwise to the extent that such replacement material is needed to complete the contract work. The Contractor shall not be charged for use of such material used in the work or removed from the site.

Should the Engineer approve the Contractor's exercise of option a., the Contractor shall be paid, at the applicable contract price, for furnishing and installing such material in accordance with requirements of the contract item in which the material is used.

It is understood and agreed that the Contractor shall make no claim for delays by reason of his or her exercise of option a., b., or c.

The Contractor shall not excavate, remove, or otherwise disturb any material, structure, or part of a structure which is located outside the lines, grades, or grading sections established for the work, except where such excavation or removal is provided for in the contract, plans, or specifications.

40-8 FINAL CLEANUP. Upon completion of the work and before acceptance and final payment will be made, the Contractor shall remove from the site all machinery, equipment, surplus and discarded materials, rubbish, temporary structures, and stumps or portions of trees. The Contractor shall cut all brush and woods within the limits indicated and shall leave the site in a neat and presentable condition. Material cleared from the site and deposited on adjacent property will not be considered as having been disposed of satisfactorily, unless the Contractor has obtained the written permission of such property Owner.

END OF SECTION 40

SECTION 50
CONTROL OF WORK

50-1 AUTHORITY OF THE ENGINEER. The Engineer shall decide any and all questions which may arise as to the quality and acceptability of materials furnished, work performed, and as to the manner of performance and rate of progress of the work. The Engineer shall decide all questions that may arise as to the interpretation of the specifications or plans relating to the work. The Engineer shall determine the amount and quality of the several kinds of work performed and materials furnished which are to be paid for the under contract.

The Engineer does not have the authority to accept pavements that do not conform to FAA specification requirements.

50-2 CONFORMITY WITH PLANS AND SPECIFICATIONS. All work and all materials furnished shall be in reasonably close conformity with the lines, grades, grading sections, cross-sections, dimensions, material requirements, and testing requirements that are specified (including specified tolerances) in the contract, plans or specifications.

If the Engineer finds the materials furnished, work performed, or the finished product not within reasonably close conformity with the plans and specifications but that the portion of the work affected will, in his or her opinion, result in a finished product having a level of safety, economy, durability, and workmanship acceptable to the Owner, the Engineer will advise the Owner of his or her determination that the affected work be accepted and remain in place. In this event, the Engineer will document the determination and recommend to the Owner a basis of acceptance that will provide for an adjustment in the contract price for the affected portion of the work. The Engineer's determination and recommended contract price adjustments will be based on sound engineering judgment and such tests or retests of the affected work as are, in the Engineer's opinion, needed. Changes in the contract price shall be covered by contract change order or supplemental agreement as applicable.

If the Engineer finds the materials furnished, work performed, or the finished product are not in reasonably close conformity with the plans and specifications and have resulted in an unacceptable finished product, the affected work or materials shall be removed and replaced or otherwise corrected by and at the expense of the Contractor in accordance with the Engineer's written orders.

For the purpose of this subsection, the term "reasonably close conformity" shall not be construed as waiving the Contractor's responsibility to complete the work in accordance with the contract, plans, and specifications. The term shall not be construed as waiving the Engineer's responsibility to insist on strict compliance with the requirements of the contract, plans, and specifications during the Contractor's execution of the work, when, in the Engineer's opinion, such compliance is essential to provide an acceptable finished portion of the work.

For the purpose of this subsection, the term "reasonably close conformity" is also intended to provide the Engineer with the authority, after consultation with the FAA, to use sound engineering judgment in his or her determinations as to acceptance of work that is not in strict conformity, but will provide a finished product equal to or better than that intended by the requirements of the contract, plans and specifications.

The Engineer will not be responsible for the Contractor's means, methods, techniques, sequences, or procedures of construction or the safety precautions incident thereto.

50-3 COORDINATION OF CONTRACT, PLANS, AND SPECIFICATIONS. The contract, plans, specifications, and all referenced standards cited are essential parts of the contract requirements. A requirement occurring in one is as binding as though occurring in all. They are intended to be complementary and to describe and provide for a complete work. In case of discrepancy, calculated dimensions will govern over scaled dimensions; contract technical specifications shall govern over contract general provisions, plans, cited standards for materials or testing, and cited advisory circulars (ACs);

contract general provisions shall govern over plans, cited standards for materials or testing, and cited ACs; plans shall govern over cited standards for materials or testing and cited ACs. If any paragraphs contained in the Special Provisions conflict with General Provisions or Technical Specifications, the Special Provisions shall govern.

From time to time, discrepancies within cited testing standards occur due to the timing of the change, edits, and/or replacement of the standards. If the Contractor discovers any apparent discrepancy within standard test methods, the Contractor shall immediately ask the Engineer for an interpretation and decision, and such decision shall be final.

50-4 COOPERATION OF CONTRACTOR. The Contractor will be supplied with three copies each of the plans and specifications. The Contractor shall have available on the work at all times one copy each of the plans and specifications. Additional copies of plans and specifications may be obtained by the Contractor for the cost of reproduction.

The Contractor shall give constant attention to the work to facilitate the progress thereof, and shall cooperate with the Engineer and his or her inspectors and with other contractors in every way possible. The Contractor shall have a competent superintendent on the work at all times who is fully authorized as his or her agent on the work. The superintendent shall be capable of reading and thoroughly understanding the plans and specifications and shall receive and fulfill instructions from the Engineer or his or her authorized representative.

50-5 COOPERATION BETWEEN CONTRACTORS. The Owner reserves the right to contract for and perform other or additional work on or near the work covered by this contract.

When separate contracts are let within the limits of any one project, each Contractor shall conduct the work so as not to interfere with or hinder the progress of completion of the work being performed by other Contractors. Contractors working on the same project shall cooperate with each other as directed.

Each Contractor involved shall assume all liability, financial or otherwise, in connection with his or her contract and shall protect and save harmless the Owner from any and all damages or claims that may arise because of inconvenience, delays, or loss experienced because of the presence and operations of other Contractors working within the limits of the same project.

The Contractor shall arrange his or her work and shall place and dispose of the materials being used so as not to interfere with the operations of the other Contractors within the limits of the same project. The Contractor shall join his or her work with that of the others in an acceptable manner and shall perform it in proper sequence to that of the others.

50-6 CONSTRUCTION LAYOUT AND STAKES. The Engineer shall establish horizontal and vertical control only. The Contractor must establish all layout required for the construction of the work. Such stakes and markings as the Engineer may set for either their own or the Contractor's guidance shall be preserved by the Contractor. In case of negligence on the part of the Contractor, or their employees, resulting in the destruction of such stakes or markings, an amount equal to the cost of replacing the same may be deducted from subsequent estimates due the Contractor at the discretion of the Engineer.

The Contractor will be required to furnish all lines, grades and measurements from the control points necessary for the proper execution and control of the work contracted for under these specifications.

The Contractor must give copies of survey notes to the Engineer for each area of construction and for each placement of material as specified to allow the Engineer to make periodic checks for conformance with plan grades, alignments and grade tolerances required by the applicable material specifications. All surveys must be provided to the Engineer prior to commencing work items that will cover or disturb the survey staking as set by the Contractor's surveyor. Survey(s) and notes shall be provided in the following format(s): **electronic CAD format (.dwg or .dgn).** In the case of error, on the part of the Contractor, their surveyor, employees or subcontractors, resulting in established grades, alignment or grade tolerances that do not

concur with those specified or shown on the plans, the Contractor is solely responsible for correction, removal, replacement and all associated costs at no additional cost to the Owner.

No direct payment will be made, unless otherwise specified in contract documents, for this labor, materials, or other expenses. The cost shall be included in the price of the bid for the various items of the Contract.

Construction Staking and Layout includes but is not limited to:

a. Clearing and Grubbing perimeter staking

b. Rough Grade slope stakes at 100-foot (30-m) stations

c. Drainage Swales slope stakes and flow line blue tops at 50-foot (15-m) stations

Subgrade blue tops at 25-foot (7.5-m) stations and 25-foot (7.5-m) offset distance (maximum) for the following section locations:

a. Runway – minimum five (5) per station

b. Taxiways – minimum three (3) per station

c. Holding apron areas – minimum three (3) per station

d. Roadways – minimum three (3) per station

Base Course blue tops at 25-foot (7.5-m) stations and 25-foot (7.5-m) offset distance (maximum) for the following section locations:

a. Runway – minimum five (5) per station

b. Taxiways – minimum three (3) per station

c. Holding apron areas – minimum three (3) per station

Pavement areas:

a. Edge of Pavement hubs and tacks (for stringline by Contractor) at 100-foot (30-m) stations.

b. Between Lifts at 25-foot (7.5-m) stations for the following section locations:

(1) Runways – each paving lane width
(2) Taxiways – each paving lane width
(3) Holding areas – each paving lane width

c. After finish paving operations at 50-foot (15-m) stations:

(1) All paved areas – Edge of each paving lane prior to next paving lot

d. Shoulder and safety area blue tops at 50-foot (15-m) stations and at all break points with maximum of 50-foot (15-m) offsets.

e. Fence lines at 100-foot (30-m) stations minimum.

f. Electrical and Communications System locations, lines and grades including but not limited to duct runs, connections, fixtures, signs, lights, Visual Approach Slope Indicators (VASIs), Precision Approach Path Indicators (PAPIs), Runway End Identifier Lighting (REIL), Wind Cones, Distance Markers (signs), pull

boxes and manholes.

g. Drain lines, cut stakes and alignment on 25-foot (7.5-m) stations, inlet and manholes.

h. Painting and Striping layout (pinned with 1.5 inch PK nails) marked for paint Contractor. (All nails shall be removed after painting).

i. Laser, or other automatic control devices, shall be checked with temporary control point or grade hub at a minimum of once per 400 feet (120 m) per pass (that is, paving lane).

The establishment of Survey Control and/or reestablishment of survey control shall be by a State Licensed Land Surveyor.

Controls and stakes disturbed or suspect of having been disturbed shall be checked and/or reset as directed by the Engineer without additional cost to the Owner.

50-7 AUTOMATICALLY CONTROLLED EQUIPMENT. Whenever batching or mixing plant equipment is required to be operated automatically under the contract and a breakdown or malfunction of the automatic controls occurs, the equipment may be operated manually or by other methods for a period 48 hours following the breakdown or malfunction, provided this method of operations will produce results which conform to all other requirements of the contract.

50-8 AUTHORITY AND DUTIES OF INSPECTORS. Inspectors shall be authorized to inspect all work done and all material furnished. Such inspection may extend to all or any part of the work and to the preparation, fabrication, or manufacture of the materials to be used. Inspectors are not authorized to revoke, alter, or waive any provision of the contract. Inspectors are not authorized to issue instructions contrary to the plans and specifications or to act as foreman for the Contractor.

Inspectors are authorized to notify the Contractor or his or her representatives of any failure of the work or materials to conform to the requirements of the contract, plans, or specifications and to reject such nonconforming materials in question until such issues can be referred to the Engineer for a decision.

50-9 INSPECTION OF THE WORK. All materials and each part or detail of the work shall be subject to inspection. The Engineer shall be allowed access to all parts of the work and shall be furnished with such information and assistance by the Contractor as is required to make a complete and detailed inspection.

If the Engineer requests it, the Contractor, at any time before acceptance of the work, shall remove or uncover such portions of the finished work as may be directed. After examination, the Contractor shall restore said portions of the work to the standard required by the specifications. Should the work thus exposed or examined prove acceptable, the uncovering, or removing, and the replacing of the covering or making good of the parts removed will be paid for as extra work; but should the work so exposed or examined prove unacceptable, the uncovering, or removing, and the replacing of the covering or making good of the parts removed will be at the Contractor's expense.

Any work done or materials used without supervision or inspection by an authorized representative of the Owner may be ordered removed and replaced at the Contractor's expense unless the Owner's representative failed to inspect after having been given reasonable notice in writing that the work was to be performed.

Should the contract work include relocation, adjustment, or any other modification to existing facilities, not the property of the (contract) Owner, authorized representatives of the Owners of such facilities shall have the right to inspect such work. Such inspection shall in no sense make any facility owner a party to the contract, and shall in no way interfere with the rights of the parties to this contract.

50-10 REMOVAL OF UNACCEPTABLE AND UNAUTHORIZED WORK. All work that does not conform to the requirements of the contract, plans, and specifications will be considered unacceptable, unless

otherwise determined acceptable by the Engineer as provided in the subsection 50-02 titled CONFORMITY WITH PLANS AND SPECIFICATIONS of this section.

Unacceptable work, whether the result of poor workmanship, use of defective materials, damage through carelessness, or any other cause found to exist prior to the final acceptance of the work, shall be removed immediately and replaced in an acceptable manner in accordance with the provisions of the subsection 70-14 titled CONTRACTOR'S RESPONSIBILITY FOR WORK of Section 70.

No removal work made under provision of this subsection shall be done without lines and grades having been established by the Engineer. Work done contrary to the instructions of the Engineer, work done beyond the lines shown on the plans or as established by the Engineer, except as herein specified, or any extra work done without authority, will be considered as unauthorized and will not be paid for under the provisions of the contract. Work so done may be ordered removed or replaced at the Contractor's expense.

Upon failure on the part of the Contractor to comply with any order of the Engineer made under the provisions of this subsection, the Engineer will have authority to cause unacceptable work to be remedied or removed and replaced and unauthorized work to be removed and to deduct the costs incurred by the Owner from any monies due or to become due the Contractor.

50-11 LOAD RESTRICTIONS. The Contractor shall comply with all legal load restrictions in the hauling of materials on public roads beyond the limits of the work. A special permit will not relieve the Contractor of liability for damage that may result from the moving of material or equipment.

The operation of equipment of such weight or so loaded as to cause damage to structures or to any other type of construction will not be permitted. Hauling of materials over the base course or surface course under construction shall be limited as directed. No loads will be permitted on a concrete pavement, base, or structure before the expiration of the curing period. The Contractor shall be responsible for all damage done by his or her hauling equipment and shall correct such damage at his or her own expense.

50-12 MAINTENANCE DURING CONSTRUCTION. The Contractor shall maintain the work during construction and until the work is accepted. Maintenance shall constitute continuous and effective work prosecuted day by day, with adequate equipment and forces so that the work is maintained in satisfactory condition at all times.
In the case of a contract for the placing of a course upon a course or subgrade previously constructed, the Contractor shall maintain the previous course or subgrade during all construction operations.

All costs of maintenance work during construction and before the project is accepted shall be included in the unit prices bid on the various contract items, and the Contractor will not be paid an additional amount for such work.

50-13 FAILURE TO MAINTAIN THE WORK. Should the Contractor at any time fail to maintain the work as provided in the subsection 50-12 titled MAINTENANCE DURING CONSTRUCTION of this section, the Engineer shall immediately notify the Contractor of such noncompliance. Such notification shall specify a reasonable time within which the Contractor shall be required to remedy such unsatisfactory maintenance condition. The time specified will give due consideration to the exigency that exists.

Should the Contractor fail to respond to the Engineer's notification, the Owner may suspend any work necessary for the Owner to correct such unsatisfactory maintenance condition, depending on the exigency that exists. Any maintenance cost incurred by the Owner, shall be deducted from monies due or to become due the Contractor.

50-14 PARTIAL ACCEPTANCE. If at any time during the execution of the project the Contractor substantially completes a usable unit or portion of the work, the occupancy of which will benefit the Owner, the Contractor may request the Engineer to make final inspection of that unit. If the Engineer finds upon inspection that the unit has been satisfactorily completed in compliance with the contract, the Engineer may accept it as being complete, and the Contractor may be relieved of further responsibility for that unit. Such

partial acceptance and beneficial occupancy by the Owner shall not void or alter any provision of the contract.

50-15 FINAL ACCEPTANCE. Upon due notice from the Contractor of presumptive completion of the entire project, the Engineer and Owner will make an inspection. If all construction provided for and contemplated by the contract is found to be complete in accordance with the contract, plans, and specifications, such inspection shall constitute the final inspection. The Engineer shall notify the Contractor in writing of final acceptance as of the date of the final inspection.

If, however, the inspection discloses any work, in whole or in part, as being unsatisfactory, the Engineer will give the Contractor the necessary instructions for correction of same and the Contractor shall immediately comply with and execute such instructions. Upon correction of the work, another inspection will be made which shall constitute the final inspection, provided the work has been satisfactorily completed. In such event, the Engineer will make the final acceptance and notify the Contractor in writing of this acceptance as of the date of final inspection.

50-16 CLAIMS FOR ADJUSTMENT AND DISPUTES. If for any reason the Contractor deems that additional compensation is due for work or materials not clearly provided for in the contract, plans, or specifications or previously authorized as extra work, the Contractor shall notify the Engineer in writing of his or her intention to claim such additional compensation before the Contractor begins the work on which the Contractor bases the claim. If such notification is not given or the Engineer is not afforded proper opportunity by the Contractor for keeping strict account of actual cost as required, then the Contractor hereby agrees to waive any claim for such additional compensation. Such notice by the Contractor and the fact that the Engineer has kept account of the cost of the work shall not in any way be construed as proving or substantiating the validity of the claim. When the work on which the claim for additional compensation is based has been completed, the Contractor shall, within 10 calendar days, submit a written claim to the Engineer who will present it to the Owner for consideration in accordance with local laws or ordinances.

Nothing in this subsection shall be construed as a waiver of the Contractor's right to dispute final payment based on differences in measurements or computations.

END OF SECTION 50

SECTION 60
CONTROL OF MATERIALS

60-1 SOURCE OF SUPPLY AND QUALITY REQUIREMENTS. The materials used in the work shall conform to the requirements of the contract, plans, and specifications. Unless otherwise specified, such materials that are manufactured or processed shall be new (as compared to used or reprocessed).

In order to expedite the inspection and testing of materials, the Contractor shall furnish complete statements to the Engineer as to the origin, composition, and manufacture of all materials to be used in the work. Such statements shall be furnished promptly after execution of the contract but, in all cases, prior to delivery of such materials.

At the Engineer's option, materials may be approved at the source of supply before delivery is stated. If it is found after trial that sources of supply for previously approved materials do not produce specified products, the Contractor shall furnish materials from other sources.

The Contractor shall furnish airport lighting equipment that conforms to the requirements of cited materials specifications. In addition, where an FAA specification for airport lighting equipment is cited in the plans or specifications, the Contractor shall furnish such equipment that is:

a. Listed in advisory circular (AC) 150/5345-53, Airport Lighting Equipment Certification Program, and Addendum that is in effect on the date of advertisement; and,

b. Produced by the manufacturer as listed in the Addendum cited above for the certified equipment part number.

The following airport lighting equipment is required for this contract and is to be furnished by the Contractor in accordance with the requirements of this subsection: **see construction drawings.**

60-2 SAMPLES, TESTS, AND CITED SPECIFICATIONS. Unless otherwise designated, all materials used in the work shall be inspected, tested, and approved by the Engineer before incorporation in the work. Any work in which untested materials are used without approval or written permission of the Engineer shall be performed at the Contractor's risk. Materials found to be unacceptable and unauthorized will not be paid for and, if directed by the Engineer, shall be removed at the Contractor's expense.

Unless otherwise designated, quality assurance tests in accordance with the cited standard methods of ASTM, American Association of State Highway and Transportation Officials (AASHTO), Federal Specifications, Commercial Item Descriptions, and all other cited methods, which are current on the date of advertisement for bids, will be made by and at the expense of the Engineer.

The testing organizations performing on-site quality assurance field tests shall have copies of all referenced standards on the construction site for use by all technicians and other personnel, including the Contractor's representative at his or her request. Unless otherwise designated, samples for quality assurance will be taken by a qualified representative of the Engineer. All materials being used are subject to inspection, test, or rejection at any time prior to or during incorporation into the work. Copies of all tests will be furnished to the Contractor's representative at their request after review and approval of the Engineer.

The Contractor shall employ a testing organization to perform all Contractor required Quality Control tests. The Contractor shall submit to the Engineer resumes on all testing organizations and individual persons who will be performing the tests. The Engineer will determine if such persons are qualified. All the test data shall be reported to the Engineer after the results are known. A legible, handwritten copy of all test data shall be given to the Engineer daily, along with printed reports, in an approved format, on a weekly basis. After completion of the project, and prior to final payment, the Contractor shall submit a final report to the Engineer showing all test data reports, plus an analysis of all results showing ranges, averages, and corrective action taken on all failing tests.

60-3 CERTIFICATION OF COMPLIANCE. The Engineer may permit the use, prior to sampling and testing, of certain materials or assemblies when accompanied by manufacturer's certificates of compliance stating that such materials or assemblies fully comply with the requirements of the contract. The certificate shall be signed by the manufacturer. Each lot of such materials or assemblies delivered to the work must be accompanied by a certificate of compliance in which the lot is clearly identified.

Materials or assemblies used on the basis of certificates of compliance may be sampled and tested at any time and if found not to be in conformity with contract requirements will be subject to rejection whether in place or not.

The form and distribution of certificates of compliance shall be as approved by the Engineer.

When a material or assembly is specified by "brand name or equal" and the Contractor elects to furnish the specified "brand name," the Contractor shall be required to furnish the manufacturer's certificate of compliance for each lot of such material or assembly delivered to the work. Such certificate of compliance shall clearly identify each lot delivered and shall certify as to:

a. Conformance to the specified performance, testing, quality or dimensional requirements; and,

b. Suitability of the material or assembly for the use intended in the contract work.

Should the Contractor propose to furnish an "or equal" material or assembly, the Contractor shall furnish the manufacturer's certificates of compliance as hereinbefore described for the specified brand name material or assembly. However, the Engineer shall be the sole judge as to whether the proposed "or equal" is suitable for use in the work.

The Engineer reserves the right to refuse permission for use of materials or assemblies on the basis of certificates of compliance.

60-4 PLANT INSPECTION. The Engineer or his or her authorized representative may inspect, at its source, any specified material or assembly to be used in the work. Manufacturing plants may be inspected from time to time for the purpose of determining compliance with specified manufacturing methods or materials to be used in the work and to obtain samples required for acceptance of the material or assembly.

Should the Engineer conduct plant inspections, the following conditions shall exist:

a. The Engineer shall have the cooperation and assistance of the Contractor and the producer with whom the Engineer has contracted for materials.

b. The Engineer shall have full entry at all reasonable times to such parts of the plant that concern the manufacture or production of the materials being furnished.

c. If required by the Engineer, the Contractor shall arrange for adequate office or working space that may be reasonably needed for conducting plant inspections. Office or working space should be conveniently located with respect to the plant.

It is understood and agreed that the Owner shall have the right to retest any material that has been tested and approved at the source of supply after it has been delivered to the site. The Engineer shall have the right to reject only material which, when retested, does not meet the requirements of the contract, plans, or specifications.

60-5 ENGINEER'S FIELD OFFICE. The Contractor shall furnish for the duration of the project one building for the use of the field Engineers and inspectors, as a field office. This facility shall be an approved weatherproof building meeting the current State Highway Specifications (for example, Class I Field Office or Type C Structure). This building shall be located conveniently near to the construction and shall be

separate from any building used by the Contractor. The Contractor shall furnish photocopy machine, water, sanitary facilities, heat, air conditioning, wireless internet access and electricity The Contractor and the Contractor's superintendent shall provide all reasonable facilities to enable to the Engineer to inspect the workmanship and materials used into the work.

60-6 STORAGE OF MATERIALS. Materials shall be so stored as to assure the preservation of their quality and fitness for the work. Stored materials, even though approved before storage, may again be inspected prior to their use in the work. Stored materials shall be located to facilitate their prompt inspection. The Contractor shall coordinate the storage of all materials with the Engineer. Materials to be stored on airport property shall not create an obstruction to air navigation nor shall they interfere with the free and unobstructed movement of aircraft. Unless otherwise shown on the plans, the storage of materials and the location of the Contractor's plant and parked equipment or vehicles shall be as directed by the Engineer. Private property shall not be used for storage purposes without written permission of the Owner or lessee of such property. The Contractor shall make all arrangements and bear all expenses for the storage of materials on private property. Upon request, the Contractor shall furnish the Engineer a copy of the property Owner's permission.
All storage sites on private or airport property shall be restored to their original condition by the Contractor at his or her entire expense, except as otherwise agreed to (in writing) by the Owner or lessee of the property.

60-7 UNACCEPTABLE MATERIALS. Any material or assembly that does not conform to the requirements of the contract, plans, or specifications shall be considered unacceptable and shall be rejected. The Contractor shall remove any rejected material or assembly from the site of the work, unless otherwise instructed by the Engineer.

Rejected material or assembly, the defects of which have been corrected by the Contractor, shall not be returned to the site of the work until such time as the Engineer has approved its use in the work.

60-8 OWNER FURNISHED MATERIALS. The Contractor shall furnish all materials required to complete the work, except those specified, if any, to be furnished by the Owner. Owner-furnished materials shall be made available to the Contractor at the location specified.

All costs of handling, transportation from the specified location to the site of work, storage, and installing Owner-furnished materials shall be included in the unit price bid for the contract item in which such Owner-furnished material is used.

After any Owner-furnished material has been delivered to the location specified, the Contractor shall be responsible for any demurrage, damage, loss, or other deficiencies that may occur during the Contractor's handling, storage, or use of such Owner-furnished material. The Owner will deduct from any monies due or to become due the Contractor any cost incurred by the Owner in making good such loss due to the Contractor's handling, storage, or use of Owner-furnished materials.

END OF SECTION 60

SECTION 70
LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC

70-1 LAWS TO BE OBSERVED. The Contractor shall keep fully informed of all Federal and state laws, all local laws, ordinances, and regulations and all orders and decrees of bodies or tribunals having any jurisdiction or authority, which in any manner affect those engaged or employed on the work, or which in any way affect the conduct of the work. The Contractor shall at all times observe and comply with all such laws, ordinances, regulations, orders, and decrees; and shall protect and indemnify the Owner and all his or her officers, agents, or servants against any claim or liability arising from or based on the violation of any such law, ordinance, regulation, order, or decree, whether by the Contractor or the Contractor's employees.

70-2 PERMITS, LICENSES, AND TAXES. The Contractor shall procure all permits and licenses, pay all charges, fees, and taxes, and give all notices necessary and incidental to the due and lawful execution of the work.

70-3 PATENTED DEVICES, MATERIALS, AND PROCESSES. If the Contractor is required or desires to use any design, device, material, or process covered by letters of patent or copyright, the Contractor shall provide for such use by suitable legal agreement with the Patentee or Owner. The Contractor and the surety shall indemnify and hold harmless the Owner, any third party, or political subdivision from any and all claims for infringement by reason of the use of any such patented design, device, material or process, or any trademark or copyright, and shall indemnify the Owner for any costs, expenses, and damages which it may be obliged to pay by reason of an infringement, at any time during the execution or after the completion of the work.

70-4 RESTORATION OF SURFACES DISTURBED BY OTHERS. The Owner reserves the right to authorize the construction, reconstruction, or maintenance of any public or private utility service, FAA or National Oceanic and Atmospheric Administration (NOAA) facility, or a utility service of another government agency at any time during the progress of the work. To the extent that such construction, reconstruction, or maintenance has been coordinated with the Owner, such authorized work (by others) is indicated as follows:

Owner	*Person to Contact (Phone Number)*
Jefferson County (Jack Brooks Regional Airport	*Duke Youmans (409) 719-4900*
Federal Aviation Administration	*James Terrel*

Except as listed above, the Contractor shall not permit any individual, firm, or corporation to excavate or otherwise disturb such utility services or facilities located within the limits of the work without the written permission of the Engineer.

Should the Owner of public or private utility service, FAA, or NOAA facility, or a utility service of another government agency be authorized to construct, reconstruct, or maintain such utility service or facility during the progress of the work, the Contractor shall cooperate with such Owners by arranging and performing the work in this contract to facilitate such construction, reconstruction or maintenance by others whether or not such work by others is listed above. When ordered as extra work by the Engineer, the Contractor shall make all necessary repairs to the work which are due to such authorized work by others, unless otherwise provided for in the contract, plans, or specifications. It is understood and agreed that the Contractor shall not be entitled to make any claim for damages due to such authorized work by others or for any delay to the work resulting from such authorized work.

70-5 FEDERAL AID PARTICIPATION. For Airport Improvement Program (AIP) contracts, the United States Government has agreed to reimburse the Owner for some portion of the contract costs. Such reimbursement is made from time to time upon the Owner's request to the FAA. In consideration of the United States Government's (FAA's) agreement with the Owner, the Owner has included provisions in this contract pursuant to the requirements of Title 49 of the USC and the Rules and Regulations of the FAA that pertain to the work.

As required by the USC, the contract work is subject to the inspection and approval of duly authorized representatives of the FAA Administrator, and is further subject to those provisions of the rules and regulations that are cited in the contract, plans, or specifications.

No requirement of the USC, the rules and regulations implementing the USC, or this contract shall be construed as making the Federal Government a party to the contract nor will any such requirement interfere, in any way, with the rights of either party to the contract.

70-6 SANITARY, HEALTH, AND SAFETY PROVISIONS. The Contractor shall provide and maintain in a neat, sanitary condition such accommodations for the use of his or her employees as may be necessary to comply with the requirements of the state and local Board of Health, or of other bodies or tribunals having jurisdiction.

Attention is directed to Federal, state, and local laws, rules and regulations concerning construction safety and health standards. The Contractor shall not require any worker to work in surroundings or under conditions that are unsanitary, hazardous, or dangerous to his or her health or safety.

70-7 PUBLIC CONVENIENCE AND SAFETY. The Contractor shall control his or her operations and those of his or her subcontractors and all suppliers, to assure the least inconvenience to the traveling public. Under all circumstances, safety shall be the most important consideration.

The Contractor shall maintain the free and unobstructed movement of aircraft and vehicular traffic with respect to his or her own operations and those of his or her subcontractors and all suppliers in accordance with the subsection 40-05 titled MAINTENANCE OF TRAFFIC of Section 40 hereinbefore specified and shall limit such operations for the convenience and safety of the traveling public as specified in the subsection 80-04 titled LIMITATION OF OPERATIONS of Section 80 hereinafter.

70-8 BARRICADES, WARNING SIGNS, AND HAZARD MARKINGS. The Contractor shall furnish, erect, and maintain all barricades, warning signs, and markings for hazards necessary to protect the public and the work. When used during periods of darkness, such barricades, warning signs, and hazard markings shall be suitably illuminated. Unless otherwise specified, barricades, warning signs, and markings for hazards that are in the air operations area (AOAs) shall be a maximum of 18 inches high. Unless otherwise specified, barricades shall be spaced not more than 4 feet apart. Barricades, warning signs, and markings shall be paid for under subsection 40-05.

For vehicular and pedestrian traffic, the Contractor shall furnish, erect, and maintain barricades, warning signs, lights and other traffic control devices in reasonable conformity with the Manual on Uniform Traffic Control Devices.

When the work requires closing an air operations area of the airport or portion of such area, the Contractor shall furnish, erect, and maintain temporary markings and associated lighting conforming to the requirements of advisory circular (AC) 150/5340-1, Standards for Airport Markings.

The Contractor shall furnish, erect, and maintain markings and associated lighting of open trenches, excavations, temporary stock piles, and the Contractor's parked construction equipment that may be hazardous to the operation of emergency fire-rescue or maintenance vehicles on the airport in reasonable conformance to AC 150/5370-2, Operational Safety on Airports During Construction.

The Contractor shall identify each motorized vehicle or piece of construction equipment in reasonable conformance to AC 150/5370-2.

The Contractor shall furnish and erect all barricades, warning signs, and markings for hazards prior to commencing work that requires such erection and shall maintain the barricades, warning signs, and markings for hazards until their removal is directed by the Engineer.

Open-flame type lights shall not be permitted.

70-9 USE OF EXPLOSIVES. When the use of explosives is necessary for the execution of the work, the Contractor shall exercise the utmost care not to endanger life or property, including new work. The Contractor shall be responsible for all damage resulting from the use of explosives.

All explosives shall be stored in a secure manner in compliance with all laws and ordinances, and all such storage places shall be clearly marked. Where no local laws or ordinances apply, storage shall be provided satisfactory to the Engineer and, in general, not closer than 1,000 feet (300 m) from the work or from any building, road, or other place of human occupancy.

The Contractor shall notify each property Owner and public utility company having structures or facilities in proximity to the site of the work of his or her intention to use explosives. Such notice shall be given sufficiently in advance to enable them to take such steps as they may deem necessary to protect their property from injury.

The use of electrical blasting caps shall not be permitted on or within 1,000 feet (300 m) of the airport property.

70-10 PROTECTION AND RESTORATION OF PROPERTY AND LANDSCAPE. The Contractor shall be responsible for the preservation of all public and private property, and shall protect carefully from disturbance or damage all land monuments and property markers until the Engineer has witnessed or otherwise referenced their location and shall not move them until directed.

The Contractor shall be responsible for all damage or injury to property of any character, during the execution of the work, resulting from any act, omission, neglect, or misconduct in manner or method of executing the work, or at any time due to defective work or materials, and said responsibility shall not be released until the project has been completed and accepted.

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect, or misconduct in the execution of the work, or in consequence of the non-execution thereof by the Contractor, the Contractor shall restore, at his or her own expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, or otherwise restoring as may be directed, or the Contractor shall make good such damage or injury in an acceptable manner.

70-11 RESPONSIBILITY FOR DAMAGE CLAIMS. The Contractor shall indemnify and save harmless the Engineer and the Owner and their officers, and employees from all suits, actions, or claims, of any character, brought because of any injuries or damage received or sustained by any person, persons, or property on account of the operations of the Contractor; or on account of or in consequence of any neglect in safeguarding the work; or through use of unacceptable materials in constructing the work; or because of any act or omission, neglect, or misconduct of said Contractor; or because of any claims or amounts recovered from any infringements of patent, trademark, or copyright; or from any claims or amounts arising or recovered under the "Workmen's Compensation Act," or any other law, ordinance, order, or decree. Money due the Contractor under and by virtue of his or her contract considered necessary by the Owner for such purpose may be retained for the use of the Owner or, in case no money is due, his or her surety may be held until such suits, actions, or claims for injuries or damages shall have been settled and suitable evidence to that effect furnished to the Owner, except that money due the Contractor will not be withheld when the Contractor produces satisfactory evidence that he or she is adequately protected by public liability and property damage insurance.

70-12 THIRD PARTY BENEFICIARY CLAUSE. It is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of any part of the contract to create for the public or any member thereof, a third party beneficiary or to authorize anyone not a party to the contract to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

70-13 OPENING SECTIONS OF THE WORK TO TRAFFIC. Should it be necessary for the Contractor to complete portions of the contract work for the beneficial occupancy of the Owner prior to completion of the entire contract, such "phasing" of the work shall be specified herein and indicated on the plans. When so specified, the Contractor shall complete such portions of the work on or before the date specified or as otherwise specified. The Contractor shall make his or her own estimate of the difficulties involved in arranging the work to permit such beneficial occupancy by the Owner as described below:

- Contractor shall reference the Construction Safety and Phasing Plan for phasing/beneficial occupancy requirements.

Upon completion of any portion of the work listed above, such portion shall be accepted by the Owner in accordance with the subsection 50-14 titled PARTIAL ACCEPTANCE of Section 50.

No portion of the work may be opened by the Contractor for public use until ordered by the Engineer in writing. Should it become necessary to open a portion of the work to public traffic on a temporary or intermittent basis, such openings shall be made when, in the opinion of the Engineer, such portion of the work is in an acceptable condition to support the intended traffic. Temporary or intermittent openings are considered to be inherent in the work and shall not constitute either acceptance of the portion of the work so opened or a waiver of any provision of the contract. Any damage to the portion of the work so opened that is not attributable to traffic which is permitted by the Owner shall be repaired by the Contractor at his or her expense.

The Contractor shall make his or her own estimate of the inherent difficulties involved in completing the work under the conditions herein described and shall not claim any added compensation by reason of delay or increased cost due to opening a portion of the contract work.

Contractor shall be required to conform to safety standards contained AC 150/5370-2 (see Special Provisions).

Contractor shall refer to the approved Construction Safety Phasing Plan (CSPP) to identify barricade requirements and other safety requirements prior to opening up sections of work to traffic.

70-14 CONTRACTOR'S RESPONSIBILITY FOR WORK. Until the Engineer's final written acceptance of the entire completed work, excepting only those portions of the work accepted in accordance with the subsection 50-14 titled PARTIAL ACCEPTANCE of Section 50, the Contractor shall have the charge and care thereof and shall take every precaution against injury or damage to any part due to the action of the elements or from any other cause, whether arising from the execution or from the non-execution of the work. The Contractor shall rebuild, repair, restore, and make good all injuries or damages to any portion of the work occasioned by any of the above causes before final acceptance and shall bear the expense thereof except damage to the work due to unforeseeable causes beyond the control of and without the fault or negligence of the Contractor, including but not restricted to acts of God such as earthquake, tidal wave, tornado, hurricane or other cataclysmic phenomenon of nature, or acts of the public enemy or of government authorities.

If the work is suspended for any cause whatever, the Contractor shall be responsible for the work and shall take such precautions necessary to prevent damage to the work. The Contractor shall provide for normal drainage and shall erect necessary temporary structures, signs, or other facilities at his or her expense. During such period of suspension of work, the Contractor shall properly and continuously maintain in an acceptable growing condition all living material in newly established planting, seeding, and sodding furnished under the contract, and shall take adequate precautions to protect new tree growth and other important vegetative growth against injury.

70-15 CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE AND FACILITIES OF OTHERS. As provided in the subsection 70-04 titled RESTORATION OF SURFACES DISTURBED BY OTHERS of this section, the Contractor shall cooperate with the Owner of any public or private utility service, FAA or NOAA,

or a utility service of another government agency that may be authorized by the Owner to construct, reconstruct or maintain such utility services or facilities during the progress of the work. In addition, the Contractor shall control their operations to prevent the unscheduled interruption of such utility services and facilities.

To the extent that such public or private utility services, FAA, or NOAA facilities, or utility services of another governmental agency are known to exist within the limits of the contract work, the approximate locations have been indicated on the plans and the Owners are indicated as follows:

- Contractor shall reference section 70-04 of the General Provisions for utility location information.

It is understood and agreed that the Owner does not guarantee the accuracy or the completeness of the location information relating to existing utility services, facilities, or structures that may be shown on the plans or encountered in the work. Any inaccuracy or omission in such information shall not relieve the Contractor of the responsibility to protect such existing features from damage or unscheduled interruption of service.

It is further understood and agreed that the Contractor shall, upon execution of the contract, notify the Owners of all utility services or other facilities of his or her plan of operations. Such notification shall be in writing addressed to THE PERSON TO CONTACT as provided in this subsection and subsection 70- 04 titled RESTORATION OF SURFACES DISTURBED BY OTHERS of this section. A copy of each notification shall be given to the Engineer.

In addition to the general written notification provided, it shall be the responsibility of the Contractor to keep such individual Owners advised of changes in their plan of operations that would affect such Owners.

Prior to beginning the work in the general vicinity of an existing utility service or facility, the Contractor shall again notify each such Owner of their plan of operation. If, in the Contractor's opinion, the Owner's assistance is needed to locate the utility service or facility or the presence of a representative of the Owner is desirable to observe the work, such advice should be included in the notification. Such notification shall be given by the most expeditious means to reach the utility owner's PERSON TO CONTACT no later than two normal business days prior to the Contractor's commencement of operations in such general vicinity. The Contractor shall furnish a written summary of the notification to the Engineer.

The Contractor's failure to give the two days' notice shall be cause for the Owner to suspend the Contractor's operations in the general vicinity of a utility service or facility.

Where the outside limits of an underground utility service have been located and staked on the ground, the Contractor shall be required to use hand excavation methods within 3 feet (1 m) of such outside limits at such points as may be required to ensure protection from damage due to the Contractor's operations.

Should the Contractor damage or interrupt the operation of a utility service or facility by accident or otherwise, the Contractor shall immediately notify the proper authority and the Engineer and shall take all reasonable measures to prevent further damage or interruption of service. The Contractor, in such events, shall cooperate with the utility service or facility owner and the Engineer continuously until such damage has been repaired and service restored to the satisfaction of the utility or facility owner.

The Contractor shall bear all costs of damage and restoration of service to any utility service or facility due to their operations whether due to negligence or accident. The Owner reserves the right to deduct such costs from any monies due or which may become due the Contractor, or his or her surety.

70-15.1 FAA FACILITIES AND CABLE RUNS. The Contractor is hereby advised that the construction limits of the project include existing facilities and buried cable runs that are owned, operated and maintained by the FAA. The Contractor, during the execution of the project work, shall comply with the following:

a. The Contractor shall permit FAA maintenance personnel the right of access to the project work site

for purposes of inspecting and maintaining all existing FAA owned facilities.

b. The Contractor shall provide notice to the FAA Air Traffic Organization (ATO)/Technical Operations/System Support Center (SSC) Point-of-Contact through the airport manager a minimum of seven (7) calendar days prior to commencement of construction activities in order to permit sufficient time to locate and mark existing buried cables and to schedule any required facility outages.

c. If execution of the project work requires a facility outage, the Contractor shall contact the FAA Point-of-Contact a minimum of 72 hours prior to the time of the required outage.

d. Any damage to FAA cables, access roads, or FAA facilities during construction caused by the Contractor's equipment or personnel whether by negligence or accident will require the Contractor to repair or replace the damaged cables, access road, or FAA facilities to FAA requirements. The Contractor shall not bear the cost to repair damage to underground facilities or utilities improperly located by the FAA.

e. If the project work requires the cutting or splicing of FAA owned cables, the FAA Point-of-Contact shall be contacted a minimum of 72 hours prior to the time the cable work commences. The FAA reserves the right to have a FAA representative on site to observe the splicing of the cables as a condition of acceptance. All cable splices are to be accomplished in accordance with FAA specifications and require approval by the FAA Point-of-Contact as a condition of acceptance by the Owner. The Contractor is hereby advised that FAA restricts the location of where splices may be installed. If a cable splice is required in a location that is not permitted by FAA, the Contractor shall furnish and install a sufficient length of new cable that eliminates the need for any splice.

70-16 FURNISHING RIGHTS-OF-WAY. The Owner will be responsible for furnishing all rights-of-way upon which the work is to be constructed in advance of the Contractor's operations.

70-17 PERSONAL LIABILITY OF PUBLIC OFFICIALS. In carrying out any of the contract provisions or in exercising any power or authority granted by this contract, there shall be no liability upon the Engineer, his or her authorized representatives, or any officials of the Owner either personally or as an official of the Owner. It is understood that in such matters they act solely as agents and representatives of the Owner.

70-18 NO WAIVER OF LEGAL RIGHTS. Upon completion of the work, the Owner will expeditiously make final inspection and notify the Contractor of final acceptance. Such final acceptance, however, shall not preclude or stop the Owner from correcting any measurement, estimate, or certificate made before or after completion of the work, nor shall the Owner be precluded or stopped from recovering from the Contractor or his or her surety, or both, such overpayment as may be sustained, or by failure on the part of the Contractor to fulfill his or her obligations under the contract. A waiver on the part of the Owner of any breach of any part of the contract shall not be held to be a waiver of any other or subsequent breach.

The Contractor, without prejudice to the terms of the contract, shall be liable to the Owner for latent defects, fraud, or such gross mistakes as may amount to fraud, or as regards the Owner's rights under any warranty or guaranty.

70-19 ENVIRONMENTAL PROTECTION. The Contractor shall comply with all Federal, state, and local laws and regulations controlling pollution of the environment. The Contractor shall take necessary precautions to prevent pollution of streams, lakes, ponds, and reservoirs with fuels, oils, bitumens, chemicals, or other harmful materials and to prevent pollution of the atmosphere from particulate and gaseous matter.

70-20 ARCHAEOLOGICAL AND HISTORICAL FINDINGS. Unless otherwise specified in this subsection, the Contractor is advised that the site of the work is not within any property, district, or site, and does not contain any building, structure, or object listed in the current National Register of Historic Places published by the United States Department of Interior.

Should the Contractor encounter, during his or her operations, any building, part of a building, structure, or

object that is incongruous with its surroundings, the Contractor shall immediately cease operations in that location and notify the Engineer. The Engineer will immediately investigate the Contractor's finding and the Owner will direct the Contractor to either resume operations or to suspend operations as directed.

Should the Owner order suspension of the Contractor's operations in order to protect an archaeological or historical finding, or order the Contractor to perform extra work, such shall be covered by an appropriate contract change order or supplemental agreement as provided in the subsection 40-04 titled EXTRA WORK of Section 40 and the subsection 90-05 titled PAYMENT FOR EXTRA WORK of Section 90. If appropriate, the contract change order or supplemental agreement shall include an extension of contract time in accordance with the subsection 80-07 titled DETERMINATION AND EXTENSION OF CONTRACT TIME of Section 80.

END OF SECTION 70

SECTION 80
EXECUTION AND PROGRESS

80-1 SUBLETTING OF CONTRACT. The Owner will not recognize any subcontractor on the work. The Contractor shall at all times when work is in progress be represented either in person, by a qualified superintendent, or by other designated, qualified representative who is duly authorized to receive and execute orders of the Engineer.

The Contractor shall provide copies of all subcontracts to the Engineer. The Contractor shall perform, with his organization, an amount of work equal to at least **25** percent of the total contract cost.

Should the Contractor elect to assign his or her contract, said assignment shall be concurred in by the surety, shall be presented for the consideration and approval of the Owner, and shall be consummated only on the written approval of the Owner.

80-2 NOTICE TO PROCEED. The notice to proceed shall state the date on which it is expected the Contractor will begin the construction and from which date contract time will be charged. The Contractor shall begin the work to be performed under the contract within 10 days of the date set by the Engineer in the written notice to proceed, but in any event, the Contractor shall notify the Engineer at least 24 hours in advance of the time actual construction operations will begin. The Contractor shall not commence any actual construction prior to the date on which the notice to proceed is issued by the Owner.

80-3 EXECUTION AND PROGRESS. Unless otherwise specified, the Contractor shall submit their progress schedule for the Engineer's approval within 10 days after the effective date of the notice to proceed. The Contractor's progress schedule, when approved by the Engineer, may be used to establish major construction operations and to check on the progress of the work. The Contractor shall provide sufficient materials, equipment, and labor to guarantee the completion of the project in accordance with the plans and specifications within the time set forth in the proposal.

If the Contractor falls significantly behind the submitted schedule, the Contractor shall, upon the Engineer's request, submit a revised schedule for completion of the work within the contract time and modify their operations to provide such additional materials, equipment, and labor necessary to meet the revised schedule. Should the execution of the work be discontinued for any reason, the Contractor shall notify the Engineer at least 24 hours in advance of resuming operations.

The Contractor shall not commence any actual construction prior to the date on which the notice to proceed is issued by the Owner.

80-4 LIMITATION OF OPERATIONS. The Contractor shall control his or her operations and the operations of his or her subcontractors and all suppliers to provide for the free and unobstructed movement of aircraft in the air operations areas (AOA) of the airport.

When the work requires the Contractor to conduct his or her operations within an AOA of the airport, the work shall be coordinated with airport operations (through the Engineer) at least 48 hours prior to commencement of such work. The Contractor shall not close an AOA until so authorized by the Engineer and until the necessary temporary marking and associated lighting is in place as provided in the subsection 70-08 titled BARRICADES, WARNING SIGNS, AND HAZARD MARKINGS of Section 70.

When the contract work requires the Contractor to work within an AOA of the airport on an intermittent basis (intermittent opening and closing of the AOA), the Contractor shall maintain constant communications as specified; immediately obey all instructions to vacate the AOA; immediately obey all instructions to resume work in such AOA. Failure to maintain the specified communications or to obey instructions shall be cause for suspension of the Contractor's operations in the AOA until the satisfactory conditions are provided. The following AOA cannot be closed to operating aircraft to permit the Contractor's operations on a continuous basis and will therefore be closed to aircraft operations intermittently as follows:

- The contractor shall reference the Construction Safety and Phasing Plans for all phases of the work.

Contractor shall be required to conform to safety standards contained in AC 150/5370-2, Operational Safety on Airports During Construction (see Special Provisions).

80-04.1 OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION. All Contractors' operations shall be conducted in accordance with the project Construction Safety and Phasing Plan (CSPP) and the provisions set forth within the current version of AC 150/5370-2. The CSPP included within the contract documents conveys minimum requirements for operational safety on the airport during construction activities. The Contractor shall prepare and submit a Safety Plan Compliance Document that details how it proposes to comply with the requirements presented within the CSPP.

The Contractor shall implement all necessary safety plan measures prior to commencement of any work activity. The Contractor shall conduct routine checks to assure compliance with the safety plan measures.

The Contractor is responsible to the Owner for the conduct of all subcontractors it employs on the project. The Contractor shall assure that all subcontractors are made aware of the requirements of the CSPP and that they implement and maintain all necessary measures.

No deviation or modifications may be made to the approved CSPP unless approved in writing by the Owner or Engineer.

80-5 CHARACTER OF WORKERS, METHODS, AND EQUIPMENT. The Contractor shall, at all times, employ sufficient labor and equipment for prosecuting the work to full completion in the manner and time required by the contract, plans, and specifications.

All workers shall have sufficient skill and experience to perform properly the work assigned to them. Workers engaged in special work or skilled work shall have sufficient experience in such work and in the operation of the equipment required to perform the work satisfactorily.

Any person employed by the Contractor or by any subcontractor who violates any operational regulations or operational safety requirements and, in the opinion of the Engineer, does not perform his work in a proper and skillful manner or is intemperate or disorderly shall, at the written request of the Engineer, be removed forthwith by the Contractor or subcontractor employing such person, and shall not be employed again in any portion of the work without approval of the Engineer.

Should the Contractor fail to remove such persons or person, or fail to furnish suitable and sufficient personnel for the proper execution of the work, the Engineer may suspend the work by written notice until compliance with such orders.

All equipment that is proposed to be used on the work shall be of sufficient size and in such mechanical condition as to meet requirements of the work and to produce a satisfactory quality of work. Equipment used on any portion of the work shall be such that no injury to previously completed work, adjacent property, or existing airport facilities will result from its use.

When the methods and equipment to be used by the Contractor in accomplishing the work are not prescribed in the contract, the Contractor is free to use any methods or equipment that will accomplish the work in conformity with the requirements of the contract, plans, and specifications.

When the contract specifies the use of certain methods and equipment, such methods and equipment shall be used unless others are authorized by the Engineer. If the Contractor desires to use a method or type of equipment other than specified in the contract, the Contractor may request authority from the Engineer to do so. The request shall be in writing and shall include a full description of the methods and equipment proposed and of the reasons for desiring to make the change. If approval is given, it will be on the condition

that the Contractor will be fully responsible for producing work in conformity with contract requirements. If, after trial use of the substituted methods or equipment, the Engineer determines that the work produced does not meet contract requirements, the Contractor shall discontinue the use of the substitute method or equipment and shall complete the remaining work with the specified methods and equipment. The Contractor shall remove any deficient work and replace it with work of specified quality, or take such other corrective action as the Engineer may direct. No change will be made in basis of payment for the contract items involved nor in contract time as a result of authorizing a change in methods or equipment under this subsection.

80-6 TEMPORARY SUSPENSION OF THE WORK. The Owner shall have the authority to suspend the work wholly, or in part, for such period or periods as the Owner may deem necessary, due to unsuitable weather, or such other conditions as are considered unfavorable for the execution of the work, or for such time as is necessary due to the failure on the part of the Contractor to carry out orders given or perform any or all provisions of the contract.

In the event that the Contractor is ordered by the Owner, in writing, to suspend work for some unforeseen cause not otherwise provided for in the contract and over which the Contractor has no control, the Contractor may be reimbursed for actual money expended on the work during the period of shutdown. No allowance will be made for anticipated profits. The period of shutdown shall be computed from the effective date of the Engineer's order to suspend work to the effective date of the Engineer's order to resume the work. Claims for such compensation shall be filed with the Engineer within the time period stated in the Engineer's order to resume work. The Contractor shall submit with his or her claim information substantiating the amount shown on the claim. The Engineer will forward the Contractor's claim to the Owner for consideration in accordance with local laws or ordinances. No provision of this article shall be construed as entitling the Contractor to compensation for delays due to inclement weather, for suspensions made at the request of the Owner, or for any other delay provided for in the contract, plans, or specifications.

If it should become necessary to suspend work for an indefinite period, the Contractor shall store all materials in such manner that they will not become an obstruction nor become damaged in any way. The Contractor shall take every precaution to prevent damage or deterioration of the work performed and provide for normal drainage of the work. The Contractor shall erect temporary structures where necessary to provide for traffic on, to, or from the airport.

80-7 DETERMINATION AND EXTENSION OF CONTRACT TIME. The number of calendar or working days allowed for completion of the work shall be stated in the proposal and contract and shall be known as the CONTRACT TIME.

Should the contract time require extension for reasons beyond the Contractor's control, it shall be adjusted as follows:

a. CONTRACT TIME based on WORKING DAYS shall be calculated weekly by the Engineer. The Engineer will furnish the Contractor a copy of his or her weekly statement of the number of working days charged against the contract time during the week and the number of working days currently specified for completion of the contract (the original contract time plus the number of working days, if any, that have been included in approved CHANGE ORDERS or SUPPLEMENTAL AGREEMENTS covering EXTRA WORK).

The Engineer shall base his or her weekly statement of contract time charged on the following considerations:

(1) No time shall be charged for days on which the Contractor is unable to proceed with the principal item of work under construction at the time for at least six (6) hours with the normal work force employed on such principal item. Should the normal work force be on a double-shift, 12 hours shall be used. Should the normal work force be on a triple-shift, 18 hours shall apply. Conditions beyond the Contractor's control such as strikes, lockouts, unusual delays in transportation, temporary suspension of the principal item of work under construction or temporary suspension of the entire work which have been ordered by the Owner for reasons not the fault of the Contractor, shall not be charged against the contract time.

(2) The Engineer will not make charges against the contract time prior to the effective date of the notice to proceed.

(3) The Engineer will begin charges against the contract time on the first working day after the effective date of the notice to proceed.

(4) The Engineer will not make charges against the contract time after the date of final acceptance as defined in the subsection 50-15 titled FINAL ACCEPTANCE of Section 50.

(5) The Contractor will be allowed one (1) week in which to file a written protest setting forth his or her objections to the Engineer's weekly statement. If no objection is filed within such specified time, the weekly statement shall be considered as acceptable to the Contractor.

The contract time (stated in the proposal) is based on the originally estimated quantities as described in the subsection 20-05 titled INTERPRETATION OF ESTIMATED PROPOSAL QUANTITIES of Section 20. Should the satisfactory completion of the contract require performance of work in greater quantities than those estimated in the proposal, the contract time shall be increased in the same proportion as the cost of the actually completed quantities bears to the cost of the originally estimated quantities in the proposal. Such increase in contract time shall not consider either the cost of work or the extension of contract time that has been covered by change order or supplemental agreement and shall be made at the time of final payment.

b. Contract Time based on calendar days shall consist of the number of calendar days stated in the contract counting from the effective date of the notice to proceed and including all Saturdays, Sundays, holidays, and non-work days. All calendar days elapsing between the effective dates of the Owner's orders to suspend and resume all work, due to causes not the fault of the Contractor, shall be excluded.

At the time of final payment, the contract time shall be increased in the same proportion as the cost of the actually completed quantities bears to the cost of the originally estimated quantities in the proposal.

Such increase in the contract time shall not consider either cost of work or the extension of contract time that has been covered by a change order or supplemental agreement. Charges against the contract time will cease as of the date of final acceptance.

c. When the contract time is a specified completion date, it shall be the date on which all contract work shall be substantially complete.

If the Contractor finds it impossible for reasons beyond his or her control to complete the work within the contract time as specified, or as extended in accordance with the provisions of this subsection, the Contractor may, at any time prior to the expiration of the contract time as extended, make a written request to the Owner for an extension of time setting forth the reasons which the Contractor believes will justify the granting of his or her request. Requests for extension of time on calendar day projects, caused by inclement weather, shall be supported with National Weather Bureau data showing the actual amount of inclement weather exceeded what could normally be expected during the contract period, *as detailed in the Special Provisions*. The Contractor's plea that insufficient time was specified is not a valid reason for extension of time. If the supporting documentation justify the work was delayed because of conditions beyond the control and without the fault of the Contractor, the Owner may extend the time for completion by a change order that adjusts the contract time or completion date. The extended time for completion shall then be in full force and effect, the same as though it were the original time for completion.

80-8 FAILURE TO COMPLETE ON TIME. For each calendar day or working day, as specified in the contract, that any work remains uncompleted after the contract time (including all extensions and adjustments as provided in the subsection 80-07 titled DETERMINATION AND EXTENSION OF CONTRACT TIME of this Section) the sum specified in the contract and proposal as liquidated damages will be deducted from any money due or to become due the Contractor or his or her surety. Such deducted

sums shall not be deducted as a penalty but shall be considered as liquidation of a reasonable portion of damages including but not limited to additional engineering services that will be incurred by the Owner should the Contractor fail to complete the work in the time provided in their contract.

Schedule	Liquidated Damages Cost	Allowed Construction Time
See Proposal and Contract		

The maximum construction time allowed for Schedules **[N/A]** will be the sum of the time allowed for individual schedules but not more than **[N/A]** days. Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a wavier on the part of the Owner of any of its rights under the contract.

80-9 DEFAULT AND TERMINATION OF CONTRACT. The Contractor shall be considered in default of his or her contract and such default will be considered as cause for the Owner to terminate the contract for any of the following reasons if the Contractor:

a. Fails to begin the work under the contract within the time specified in the Notice to Proceed, or

b. Fails to perform the work or fails to provide sufficient workers, equipment and/or materials to assure completion of work in accordance with the terms of the contract, or

c. Performs the work unsuitably or neglects or refuses to remove materials or to perform anew such work as may be rejected as unacceptable and unsuitable, or

d. Discontinues the execution of the work, or

e. Fails to resume work which has been discontinued within a reasonable time after notice to do so, or

f. Becomes insolvent or is declared bankrupt, or commits any act of bankruptcy or insolvency, or

g. Allows any final judgment to stand against the Contractor unsatisfied for a period of 10 days, or

h. Makes an assignment for the benefit of creditors, or

i. For any other cause whatsoever, fails to carry on the work in an acceptable manner.

Should the Engineer consider the Contractor in default of the contract for any reason above, the Engineer shall immediately give written notice to the Contractor and the Contractor's surety as to the reasons for considering the Contractor in default and the Owner's intentions to terminate the contract.

If the Contractor or surety, within a period of 10 days after such notice, does not proceed in accordance therewith, then the Owner will, upon written notification from the Engineer of the facts of such delay, neglect, or default and the Contractor's failure to comply with such notice, have full power and authority without violating the contract, to take the execution of the work out of the hands of the Contractor. The Owner may appropriate or use any or all materials and equipment that have been mobilized for use in the work and are acceptable and may enter into an agreement for the completion of said contract according to the terms and provisions thereof, or use such other methods as in the opinion of the Engineer will be required for the completion of said contract in an acceptable manner.

All costs and charges incurred by the Owner, together with the cost of completing the work under contract, will be deducted from any monies due or which may become due the Contractor. If such expense exceeds the sum which would have been payable under the contract, then the Contractor and the surety shall be

liable and shall pay to the Owner the amount of such excess.

80-10 TERMINATION FOR NATIONAL EMERGENCIES. The Owner shall terminate the contract or portion thereof by written notice when the Contractor is prevented from proceeding with the construction contract as a direct result of an Executive Order of the President with respect to the execution of war or in the interest of national defense.

When the contract, or any portion thereof, is terminated before completion of all items of work in the contract, payment will be made for the actual number of units or items of work completed at the contract price or as mutually agreed for items of work partially completed or not started. No claims or loss of anticipated profits shall be considered.

Reimbursement for organization of the work, and other overhead expenses, (when not otherwise included in the contract) and moving equipment and materials to and from the job will be considered, the intent being that an equitable settlement will be made with the Contractor.

Acceptable materials, obtained or ordered by the Contractor for the work and that are not incorporated in the work shall, at the option of the Contractor, be purchased from the Contractor at actual cost as shown by receipted bills and actual cost records at such points of delivery as may be designated by the Engineer.

Termination of the contract or a portion thereof shall neither relieve the Contractor of his or her responsibilities for the completed work nor shall it relieve his or her surety of its obligation for and concerning any just claim arising out of the work performed.

80-11 WORK AREA, STORAGE AREA AND SEQUENCE OF OPERATIONS. The Contractor shall obtain approval from the Engineer prior to beginning any work in all areas of the airport. No operating runway, taxiway, or air operations area (AOA) shall be crossed, entered, or obstructed while it is operational. The Contractor shall plan and coordinate his or her work in such a manner as to ensure safety and a minimum of hindrance to flight operations. All Contractor equipment and material stockpiles shall be stored a minimum of **400** feet from the centerline of an active runway. No equipment will be allowed to park within the approach area of an active runway at any time. No equipment shall be within **250** feet of an active runway at any time.

END OF SECTION 80

SECTION 90
MEASUREMENT AND PAYMENT

90-1 MEASUREMENT OF QUANTITIES. All work completed under the contract will be measured by the Engineer, or his or her authorized representatives, using United States Customary Units of Measurement or the International System of Units.

The method of measurement and computations to be used in determination of quantities of material furnished and of work performed under the contract will be those methods generally recognized as conforming to good engineering practice.

Unless otherwise specified, longitudinal measurements for area computations will be made horizontally, and no deductions will be made for individual fixtures (or leave-outs) having an area of 9 square feet (0.8 square meters) or less. Unless otherwise specified, transverse measurements for area computations will be the neat dimensions shown on the plans or ordered in writing by the Engineer.

Structures will be measured according to neat lines shown on the plans or as altered to fit field conditions. Unless otherwise specified, all contract items which are measured by the linear foot such as electrical ducts, conduits, pipe culverts, underdrains, and similar items shall be measured parallel to the base or foundation upon which such items are placed.

In computing volumes of excavation the average end area method or other acceptable methods will be used.

The thickness of plates and galvanized sheet used in the manufacture of corrugated metal pipe, metal plate pipe culverts and arches, and metal cribbing will be specified and measured in decimal fraction of inch.

The term “ton” will mean the short ton consisting of 2,000 lb (907 km) avoirdupois. All materials that are measured or proportioned by weights shall be weighed on accurate, approved scales by competent, qualified personnel at locations designed by the Engineer. If material is shipped by rail, the car weight may be accepted provided that only the actual weight of material is paid for. However, car weights will not be acceptable for material to be passed through mixing plants. Trucks used to haul material being paid for by weight shall be weighed empty daily at such times as the Engineer directs, and each truck shall bear a plainly legible identification mark.

Materials to be measured by volume in the hauling vehicle shall be hauled in approved vehicles and measured therein at the point of delivery. Vehicles for this purpose may be of any size or type acceptable for the materials hauled, provided that the body is of such shape that the actual contents may be readily and accurately determined. All vehicles shall be loaded to at least their water level capacity, and all loads shall be leveled when the vehicles arrive at the point of delivery.

When requested by the Contractor and approved by the Engineer in writing, material specified to be measured by the cubic yard (cubic meter) may be weighed, and such weights will be converted to cubic yards (cubic meters) for payment purposes. Factors for conversion from weight measurement to volume measurement will be determined by the Engineer and shall be agreed to by the Contractor before such method of measurement of pay quantities is used.

Bituminous materials will be measured by the gallon (liter) or ton (kg). When measured by volume, such volumes will be measured at 60°F (16°C) or will be corrected to the volume at 60°F (16°C) using ASTM D1250 for asphalts or ASTM D633 for tars.

Net certified scale weights or weights based on certified volumes in the case of rail shipments will be used as a basis of measurement, subject to correction when bituminous material has been lost from the car or the distributor, wasted, or otherwise not incorporated in the work.

When bituminous materials are shipped by truck or transport, net certified weights by volume, subject to correction for loss or foaming, may be used for computing quantities.

Cement will be measured by the ton (kg) or hundredweight (km).

Timber will be measured by the thousand feet board measure (MFBM) actually incorporated in the structure. Measurement will be based on nominal widths and thicknesses and the extreme length of each piece.

The term “lump sum” when used as an item of payment will mean complete payment for the work described in the contract.

When a complete structure or structural unit (in effect, “lump sum” work) is specified as the unit of measurement, the unit will be construed to include all necessary fittings and accessories.

Rental of equipment will be measured by time in hours of actual working time and necessary traveling time of the equipment within the limits of the work. Special equipment ordered by the Engineer in connection with force account work will be measured as agreed in the change order or supplemental agreement authorizing such force account work as provided in the subsection 90-05 titled PAYMENT FOR EXTRA WORK of this section.

When standard manufactured items are specified such as fence, wire, plates, rolled shapes, pipe conduit, etc., and these items are identified by gauge, unit weight, section dimensions, etc., such identification will be considered to be nominal weights or dimensions. Unless more stringently controlled by tolerances in cited specifications, manufacturing tolerances established by the industries involved will be accepted.

Scales for weighing materials which are required to be proportioned or measured and paid for by weight shall be furnished, erected, and maintained by the Contractor, or be certified permanently installed commercial scales.

Scales shall be accurate within 1/2% of the correct weight throughout the range of use. The Contractor shall have the scales checked under the observation of the inspector before beginning work and at such other times as requested. The intervals shall be uniform in spacing throughout the graduated or marked length of the beam or dial and shall not exceed one-tenth of 1% of the nominal rated capacity of the scale, but not less than 1 pound (454 grams). The use of spring balances will not be permitted.

Beams, dials, platforms, and other scale equipment shall be so arranged that the operator and the inspector can safely and conveniently view them.

Scale installations shall have available ten standard 50-pound (2.3 km) weights for testing the weighing equipment or suitable weights and devices for other approved equipment.

Scales must be tested for accuracy and serviced before use at a new site. Platform scales shall be installed and maintained with the platform level and rigid bulkheads at each end.

Scales “overweighing” (indicating more than correct weight) will not be permitted to operate, and all materials received subsequent to the last previous correct weighting-accuracy test will be reduced by the percentage of error in excess of one-half of 1%.

In the event inspection reveals the scales have been underweighing (indicating less than correct weight), they shall be adjusted, and no additional payment to the Contractor will be allowed for materials previously weighed and recorded.

All costs in connection with furnishing, installing, certifying, testing, and maintaining scales; for furnishing check weights and scale house; and for all other items specified in this subsection, for the weighing of materials for proportioning or payment, shall be included in the unit contract prices for the various items of the project.

When the estimated quantities for a specific portion of the work are designated as the pay quantities in the contract, they shall be the final quantities for which payment for such specific portion of the work will be made, unless the dimensions of said portions of the work shown on the plans are revised by the Engineer. If revised dimensions result in an increase or decrease in the quantities of such work, the final quantities for payment will be revised in the amount represented by the authorized changes in the dimensions.

90-2 SCOPE OF PAYMENT. The Contractor shall receive and accept compensation provided for in the contract as full payment for furnishing all materials, for performing all work under the contract in a complete and acceptable manner, and for all risk, loss, damage, or expense of whatever character arising out of the nature of the work or the execution thereof, subject to the provisions of the subsection 70-18 titled NO WAIVER OF LEGAL RIGHTS of Section 70.

When the "basis of payment" subsection of a technical specification requires that the contract price (price bid) include compensation for certain work or material essential to the item, this same work or material will not also be measured for payment under any other contract item which may appear elsewhere in the contract, plans, or specifications.

90-3 COMPENSATION FOR ALTERED QUANTITIES. When the accepted quantities of work vary from the quantities in the proposal, the Contractor shall accept as payment in full, so far as contract items are concerned, payment at the original contract price for the accepted quantities of work actually completed and accepted. No allowance, except as provided for in the subsection 40-02 titled ALTERATION OF WORK AND QUANTITIES of Section 40 will be made for any increased expense, loss of expected reimbursement, or loss of anticipated profits suffered or claimed by the Contractor which results directly from such alterations or indirectly from his or her unbalanced allocation of overhead and profit among the contract items, or from any other cause.

90-4 PAYMENT FOR OMITTED ITEMS. As specified in the subsection 40-03 titled OMITTED ITEMS of Section 40, the Engineer shall have the right to omit from the work (order nonperformance) any contract item, except major contract items, in the best interest of the Owner.

Should the Engineer omit or order nonperformance of a contract item or portion of such item from the work, the Contractor shall accept payment in full at the contract prices for any work actually completed and acceptable prior to the Engineer's order to omit or non-perform such contract item.

Acceptable materials ordered by the Contractor or delivered on the work prior to the date of the Engineer's order will be paid for at the actual cost to the Contractor and shall thereupon become the property of the Owner.

In addition to the reimbursement hereinbefore provided, the Contractor shall be reimbursed for all actual costs incurred for the purpose of performing the omitted contract item prior to the date of the Engineer's order. Such additional costs incurred by the Contractor must be directly related to the deleted contract item and shall be supported by certified statements by the Contractor as to the nature the amount of such costs.

90-5 PAYMENT FOR EXTRA WORK. Extra work, performed in accordance with the subsection 40-04 titled EXTRA WORK of Section 40, will be paid for at the contract prices or agreed prices specified in the change order or supplemental agreement authorizing the extra work.

90-6 PARTIAL PAYMENTS. Partial payments will be made to the Contractor at least once each month as the work progresses. Said payments will be based upon estimates, prepared by the Engineer, of the value of the work performed and materials complete and in place, in accordance with the contract, plans, and specifications. Such partial payments may also include the delivered actual cost of those materials stockpiled and stored in accordance with the subsection 90-07 titled PAYMENT FOR MATERIALS ON HAND of this section. No partial payment will be made when the amount due to the Contractor since the last estimate amounts to less than five hundred dollars.

The Contractor is required to pay all subcontractors for satisfactory performance of their contracts no later than 30 days after the Contractor has received a partial payment. The Owner must ensure prompt and full payment of retainage from the prime Contractor to the subcontractor within 30 days after the subcontractor's work is satisfactorily completed. A subcontractor's work is satisfactorily completed when all the tasks called for in the subcontract have been accomplished and documented as required by the Owner. When the Owner has made an incremental acceptance of a portion of a prime contract, the work of a subcontractor covered by that acceptance is deemed to be satisfactorily completed.

When at least 95% of the work has been completed, the Engineer shall, at the Owner's discretion and with the consent of the surety, prepare estimates of both the contract value and the cost of the remaining work to be done.

The Owner may retain an amount not less than twice the contract value or estimated cost, whichever is greater, of the work remaining to be done. The remainder, less all previous payments and deductions, will then be certified for payment to the Contractor.

It is understood and agreed that the Contractor shall not be entitled to demand or receive partial payment based on quantities of work in excess of those provided in the proposal or covered by approved change orders or supplemental agreements, except when such excess quantities have been determined by the Engineer to be a part of the final quantity for the item of work in question.

No partial payment shall bind the Owner to the acceptance of any materials or work in place as to quality or quantity. All partial payments are subject to correction at the time of final payment as provided in the subsection 90-09 titled ACCEPTANCE AND FINAL PAYMENT of this section.

The Contractor shall deliver to the Owner a complete release of all claims for labor and material arising out of this contract before the final payment is made. If any subcontractor or supplier fails to furnish such a release in full, the Contractor may furnish a bond or other collateral satisfactory to the Owner to indemnify the Owner against any potential lien or other such claim. The bond or collateral shall include all costs, expenses, and attorney fees the Owner may be compelled to pay in discharging any such lien or claim.

90-7 PAYMENT FOR MATERIALS ON HAND. Partial payments may be made to the extent of the delivered cost of materials to be incorporated in the work, provided that such materials meet the requirements of the contract, plans, and specifications and are delivered to acceptable sites on the airport property or at other sites in the vicinity that are acceptable to the Owner. Such delivered costs of stored or stockpiled materials may be included in the next partial payment after the following conditions are met:

a. The material has been stored or stockpiled in a manner acceptable to the Engineer at or on an approved site.

b. The Contractor has furnished the Engineer with acceptable evidence of the quantity and quality of such stored or stockpiled materials.

c. The Contractor has furnished the Engineer with satisfactory evidence that the material and transportation costs have been paid.

d. The Contractor has furnished the Owner legal title (free of liens or encumbrances of any kind) to the material so stored or stockpiled.

e. The Contractor has furnished the Owner evidence that the material so stored or stockpiled is insured against loss by damage to or disappearance of such materials at any time prior to use in the work.

It is understood and agreed that the transfer of title and the Owner's payment for such stored or stockpiled materials shall in no way relieve the Contractor of his or her responsibility for furnishing and placing such materials in accordance with the requirements of the contract, plans, and specifications.

In no case will the amount of partial payments for materials on hand exceed the contract price for such materials or the contract price for the contract item in which the material is intended to be used.

No partial payment will be made for stored or stockpiled living or perishable plant materials.

The Contractor shall bear all costs associated with the partial payment of stored or stockpiled materials in accordance with the provisions of this subsection.

90-8 PAYMENT OF WITHHELD FUNDS. At the Contractor's option, if an Owner withholds retainage in accordance with the methods described in subsection 90-06 PARTIAL PAYMENTS, the Contractor may request that the Owner deposit the retainage into an escrow account. The Owner's deposit of retainage into an escrow account is subject to the following conditions:

a. The Contractor shall bear all expenses of establishing and maintaining an escrow account and escrow agreement acceptable to the Owner.

b. The Contractor shall deposit to and maintain in such escrow only those securities or bank certificates of deposit as are acceptable to the Owner and having a value not less than the retainage that would otherwise be withheld from partial payment.

c. The Contractor shall enter into an escrow agreement satisfactory to the Owner.

d. The Contractor shall obtain the written consent of the surety to such agreement.

90-9 ACCEPTANCE AND FINAL PAYMENT. When the contract work has been accepted in accordance with the requirements of the subsection 50-15 titled FINAL ACCEPTANCE of Section 50, the Engineer will prepare the final estimate of the items of work actually performed. The Contractor shall approve the Engineer's final estimate or advise the Engineer of the Contractor's objections to the final estimate which are based on disputes in measurements or computations of the final quantities to be paid under the contract as amended by change order or supplemental agreement. The Contractor and the Engineer shall resolve all disputes (if any) in the measurement and computation of final quantities to be paid within 30 calendar days of the Contractor's receipt of the Engineer's final estimate. If, after such 30-day period, a dispute still exists, the Contractor may approve the Engineer's estimate under protest of the quantities in dispute, and such disputed quantities shall be considered by the Owner as a claim in accordance with the subsection 50-16 titled CLAIMS FOR ADJUSTMENT AND DISPUTES of Section 50.

After the Contractor has approved, or approved under protest, the Engineer's final estimate, and after the Engineer's receipt of the project closeout documentation required in subsection 90-11 Project Closeout, final payment will be processed based on the entire sum, or the undisputed sum in case of approval under protest, determined to be due the Contractor less all previous payments and all amounts to be deducted under the provisions of the contract. All prior partial estimates and payments shall be subject to correction in the final estimate and payment.

If the Contractor has filed a claim for additional compensation under the provisions of the subsection 50-16 titled CLAIMS FOR ADJUSTMENTS AND DISPUTES of Section 50 or under the provisions of this subsection, such claims will be considered by the Owner in accordance with local laws or ordinances.

Upon final adjudication of such claims, any additional payment determined to be due the Contractor will be paid pursuant to a supplemental final estimate.

90-10 CONSTRUCTION WARRANTY.

a. In addition to any other warranties in this contract, the Contractor warrants that work performed under this contract conforms to the contract requirements and is free of any defect in equipment, material, workmanship, or design furnished, or performed by the Contractor or any subcontractor or supplier at any tier.

b. This warranty shall continue for a period of one year from the date of final acceptance of the work. If the Owner takes possession of any part of the work before final acceptance, this warranty shall continue for a period of one year from the date the Owner takes possession. However, this will not relieve the Contractor from corrective items required by the final acceptance of the project work.

c. The Contractor shall remedy at the Contractor's expense any failure to conform, or any defect. In addition, the Contractor shall remedy at the Contractor's expense any damage to Owner real or personal property, when that damage is the result of:

(1) The Contractor's failure to conform to contract requirements; or
(2) Any defect of equipment, material, workmanship, or design furnished by the Contractor.

d. The Contractor shall restore any work damaged in fulfilling the terms and conditions of this clause. The Contractor's warranty with respect to work repaired or replaced will run for one year from the date of repair or replacement.

e. The Owner will notify the Contractor, in writing, within **7** days after the discovery of any failure, defect, or damage.

f. If the Contractor fails to remedy any failure, defect, or damage within 30 days after receipt of notice, the Owner shall have the right to replace, repair, or otherwise remedy the failure, defect, or damage at the Contractor's expense.

g. With respect to all warranties, express or implied, from subcontractors, manufacturers, or suppliers for work performed and materials furnished under this contract, the Contractor shall: (1) Obtain all warranties that would be given in normal commercial practice; (2) Require all warranties to be executed, in writing, for the benefit of the Owner, as directed by the Owner, and (3) Enforce all warranties for the benefit of the Owner.

h. This warranty shall not limit the Owner's rights with respect to latent defects, gross mistakes, or fraud.

90-11 PROJECT CLOSEOUT. Approval of final payment to the Contractor is contingent upon completion and submittal of the items listed below. The final payment will not be approved until the Engineer approves the Contractor's final submittal. The Contractor shall:

a. Provide two (2) copies of all manufacturers warranties specified for materials, equipment, and installations.

b. Provide weekly payroll records (not previously received) from the general Contractor and all subcontractors.

c. Complete final cleanup in accordance with subsection 40-08, FINAL CLEANUP.

d. Complete all punch list items identified during the Final Inspection.

e. Provide complete release of all claims for labor and material arising out of the Contract.

f. Provide a certified statement signed by the subcontractors, indicating actual amounts paid to the Disadvantaged Business Enterprise (DBE) subcontractors and/or suppliers associated with the project.

g. When applicable per state requirements, return copies of sales tax completion forms.

h. Manufacturer's certifications for all items incorporated in the work.

i. All required record drawings, as-built drawings or as-constructed drawings.

j. Project Operation and Maintenance (O&M) Manual.

k. Security for Construction Warranty.

l. Equipment commissioning documentation submitted, if required.

END OF SECTION 90

SECTION 100
CONTRACTOR QUALITY CONTROL PROGRAM

100-1 GENERAL. When the specification requires a Contractor Quality Control Program, the Contractor shall establish, provide, and maintain an effective Quality Control Program that details the methods and procedures that will be taken to assure that all materials and completed construction required by this contract conform to contract plans, technical specifications and other requirements, whether manufactured by the Contractor, or procured from subcontractors or vendors. Although guidelines are established and certain minimum requirements are specified here and elsewhere in the contract technical specifications, the Contractor shall assume full responsibility for accomplishing the stated purpose.

The intent of this section is to enable the Contractor to establish a necessary level of control that will:

a. Adequately provide for the production of acceptable quality materials.

b. Provide sufficient information to assure both the Contractor and the Engineer that the specification requirements can be met.

c. Allow the Contractor as much latitude as possible to develop his or her own standard of control.

The Contractor shall be prepared to discuss and present, at the preconstruction conference, their understanding of the quality control requirements. The Contractor shall not begin any construction or production of materials to be incorporated into the completed work until the Quality Control Program has been reviewed and accepted by the Engineer. No partial payment will be made for materials subject to specific quality control requirements until the Quality Control Program has been reviewed.

The quality control requirements contained in this section and elsewhere in the contract technical specifications are in addition to and separate from the acceptance testing requirements. Acceptance testing requirements are the responsibility of the Engineer.

Paving projects over $250,000 shall have a Quality Control (QC)/Quality Assurance (QA) workshop with the Engineer, Contractor, subcontractors, testing laboratories, and Owner's representative and the FAA prior to or at start of construction. The workshop shall address QC and QA requirements of the project specifications. The Contractor shall coordinate with the Airport and the Engineer on time and location of the QC/QA workshop.

100-2 DESCRIPTION OF PROGRAM.

a. General description. The Contractor shall establish a Quality Control Program to perform quality control inspection and testing of all items of work required by the technical specifications, including those performed by subcontractors. This Quality Control Program shall ensure conformance to applicable specifications and plans with respect to materials, workmanship, construction, finish, and functional performance. The Quality Control Program shall be effective for control of all construction work performed under this Contract and shall specifically include surveillance and tests required by the technical specifications, in addition to other requirements of this section and any other activities deemed necessary by the Contractor to establish an effective level of quality control.

b. QUALITY CONTROL PROGRAM. The Contractor shall describe the Quality Control Program in a written document that shall be reviewed and approved by the Engineer prior to the start of any production, construction, or off-site fabrication. The written Quality Control Program shall be submitted to the Engineer for review and approval at least **10** calendar days before the **associated work begins**. The Contractor's Quality Control Plan and Quality Control testing laboratory must be approved in writing by the Engineer prior to the Notice to Proceed (NTP).

The Quality Control Program shall be organized to address, as a minimum, the following items:

a. Quality control organization

b. Project progress schedule

c. Submittals schedule

d. Inspection requirements

e. Quality control testing plan

f. Documentation of quality control activities

g. Requirements for corrective action when quality control and/or acceptance criteria are not met

The Contractor is encouraged to add any additional elements to the Quality Control Program that is deemed necessary to adequately control all production and/or construction processes required by this contract.

100-3 QUALITY CONTROL ORGANIZATION. The Contractor Quality Control Program shall be implemented by the establishment of a separate quality control organization. An organizational chart shall be developed to show all quality control personnel and how these personnel integrate with other management/production and construction functions and personnel.

The organizational chart shall identify all quality control staff by name and function, and shall indicate the total staff required to implement all elements of the Quality Control Program, including inspection and testing for each item of work. If necessary, different technicians can be used for specific inspection and testing functions for different items of work. If an outside organization or independent testing laboratory is used for implementation of all or part of the Quality Control Program, the personnel assigned shall be subject to the qualification requirements of paragraph 100-03a and 100-03b. The organizational chart shall indicate which personnel are Contractor employees and which are provided by an outside organization.

The quality control organization shall, as a minimum, consist of the following personnel:

a. Program Administrator. The Program Administrator shall be a full-time on-site employee of the Contractor, or a consultant engaged by the Contractor. The Program Administrator shall have a minimum of five (5) years of experience in airport and/or highway construction and shall have had prior quality control experience on a project of comparable size and scope as the contract.

Additional qualifications for the Program Administrator shall include at least one of the following requirements:

(1) Professional Engineer with one (1) year of airport paving experience.

(2) Engineer-in-training with two (2) years of airport paving experience.

(3) An individual with three (3) years of highway and/or airport paving experience, with a Bachelor of Science Degree in Civil Engineering, Civil Engineering Technology or Construction.

(4) Construction materials technician certified at Level III by the National Institute for Certification in Engineering Technologies (NICET).

(5) Highway materials technician certified at Level III by NICET.

(6) Highway construction technician certified at Level III by NICET.

(7) A NICET certified engineering technician in Civil Engineering Technology with five (5) years of highway and/or airport paving experience.

The Program Administrator shall have full authority to institute any and all actions necessary for the successful implementation of the Quality Control Program to ensure compliance with the contract plans and technical specifications. The Program Administrator shall report directly to a responsible officer of the construction firm. The Program Administrator may supervise the Quality Control Program on more than one project provided that person can be at the job site within two (2) hours after being notified of a problem.

b. Quality control technicians. A sufficient number of quality control technicians necessary to adequately implement the Quality Control Program shall be provided. These personnel shall be either Engineers, engineering technicians, or experienced craftsman with qualifications in the appropriate field equivalent to NICET Level II or higher construction materials technician or highway construction technician and shall have a minimum of two (2) years of experience in their area of expertise.

The quality control technicians shall report directly to the Program Administrator and shall perform the following functions:

(1) Inspection of all materials, construction, plant, and equipment for conformance to the technical specifications, and as required by subsection 100-06.

(2) Performance of all quality control tests as required by the technical specifications and subsection 100-07.

(3) Performance of density tests for the Engineer when required by the technical specifications.

Certification at an equivalent level, by a state or nationally recognized organization will be acceptable in lieu of NICET certification.

c. Staffing levels. The Contractor shall provide sufficient qualified quality control personnel to monitor each work activity at all times. Where material is being produced in a plant for incorporation into the work, separate plant and field technicians shall be provided at each plant and field placement location. The scheduling and coordinating of all inspection and testing must match the type and pace of work activity. The Quality Control Program shall state where different technicians will be required for different work elements.

100-4 PROJECT PROGRESS SCHEDULE. The Contractor shall submit a coordinated construction schedule for all work activities. The schedule shall be prepared as a network diagram in Critical Path Method (CPM), Program Evaluation and Review Technique (PERT), or other format, or as otherwise specified in the contract. As a minimum, it shall provide information on the sequence of work activities, milestone dates, and activity duration.

The Contractor shall maintain the work schedule and provide an update and analysis of the progress schedule on a twice monthly basis, or as otherwise specified in the contract. Submission of the work schedule shall not relieve the Contractor of overall responsibility for scheduling, sequencing, and coordinating all work to comply with the requirements of the contract.

100-5 SUBMITTALS SCHEDULE. The Contractor shall submit a detailed listing of all submittals (for example, mix designs, material certifications) and shop drawings required by the technical specifications. The listing can be developed in a spreadsheet format and shall include:

a. Specification item number

b. Item description

c. Description of submittal

d. Specification paragraph requiring submittal

e. Scheduled date of submittal

100-6 INSPECTION REQUIREMENTS. Quality control inspection functions shall be organized to provide inspections for all definable features of work, as detailed below. All inspections shall be documented by the Contractor as specified by subsection 100-07.

Inspections shall be performed daily to ensure continuing compliance with contract requirements until completion of the particular feature of work. These shall include the following minimum requirements:

a. During plant operation for material production, quality control test results and periodic inspections shall be used to ensure the quality of aggregates and other mix components, and to adjust and control mix proportioning to meet the approved mix design and other requirements of the technical specifications. All equipment used in proportioning and mixing shall be inspected to ensure its proper operating condition. The Quality Control Program shall detail how these and other quality control functions will be accomplished and used.

b. During field operations, quality control test results and periodic inspections shall be used to ensure the quality of all materials and workmanship. All equipment used in placing, finishing, and compacting shall be inspected to ensure its proper operating condition and to ensure that all such operations are in conformance to the technical specifications and are within the plan dimensions, lines, grades, and tolerances specified. The Program shall document how these and other quality control functions will be accomplished and used.

100-7 QUALITY CONTROL TESTING PLAN. As a part of the overall Quality Control Program, the Contractor shall implement a quality control testing plan, as required by the technical specifications. The testing plan shall include the minimum tests and test frequencies required by each technical specification Item, as well as any additional quality control tests that the Contractor deems necessary to adequately control production and/or construction processes.

The testing plan can be developed in a spreadsheet fashion and shall, as a minimum, include the following:

a. Specification item number (for example, P-401)

b. Item description (for example, Plant Mix Bituminous Pavements)

c. Test type (for example, gradation, grade, asphalt content)

d. Test standard (for example, ASTM or American Association of State Highway and Transportation Officials (AASHTO) test number, as applicable)

e. Test frequency (for example, as required by technical specifications or minimum frequency when requirements are not stated)

f. Responsibility (for example, plant technician)

g. Control requirements (for example, target, permissible deviations)

The testing plan shall contain a statistically-based procedure of random sampling for acquiring test samples in accordance with ASTM D3665. The Engineer shall be provided the opportunity to witness quality control sampling and testing.

All quality control test results shall be documented by the Contractor as required by subsection 100-08.

100-8 DOCUMENTATION. The Contractor shall maintain current quality control records of all inspections and tests performed. These records shall include factual evidence that the required inspections or tests have been performed, including type and number of inspections or tests involved; results of inspections or tests; nature of defects, deviations, causes for rejection, etc.; proposed remedial action; and corrective actions taken.

These records must cover both conforming and defective or deficient features, and must include a statement that all supplies and materials incorporated in the work are in full compliance with the terms of the contract. Legible copies of these records shall be furnished to the Engineer daily. The records shall cover all work placed subsequent to the previously furnished records and shall be verified and signed by the Contractor's Program Administrator.

Specific Contractor quality control records required for the contract shall include, but are not necessarily limited to, the following records:

a. Daily inspection reports. Each Contractor quality control technician shall maintain a daily log of all inspections performed for both Contractor and subcontractor operations. These technician's daily reports shall provide factual evidence that continuous quality control inspections have been performed and shall, as a minimum, include the following:

(1) Technical specification item number and description
(2) Compliance with approved submittals
(3) Proper storage of materials and equipment
(4) Proper operation of all equipment
(5) Adherence to plans and technical specifications
(6) Review of quality control tests
(7) Safety inspection.

The daily inspection reports shall identify inspections conducted, results of inspections, location and nature of defects found, causes for rejection, and remedial or corrective actions taken or proposed.

The daily inspection reports shall be signed by the responsible quality control technician and the Program Administrator. The Engineer shall be provided at least one copy of each daily inspection report on the work day following the day of record.

b. Daily test reports. The Contractor shall be responsible for establishing a system that will record all quality control test results. Daily test reports shall document the following information:

(1) Technical specification item number and description
(2) Test designation
(3) Location
(4) Date of test
(5) Control requirements
(6) Test results
(7) Causes for rejection
(8) Recommended remedial actions
(9) Retests

Test results from each day's work period shall be submitted to the Engineer prior to the start of the next day's work period. When required by the technical specifications, the Contractor shall maintain statistical quality control charts. The daily test reports shall be signed by the responsible quality control technician and the Program Administrator.

100-9 CORRECTIVE ACTION REQUIREMENTS. The Quality Control Program shall indicate the appropriate action to be taken when a process is deemed, or believed, to be out of control (out of tolerance) and detail what action will be taken to bring the process into control. The requirements for corrective action

shall include both general requirements for operation of the Quality Control Program as a whole, and for individual items of work contained in the technical specifications.

The Quality Control Program shall detail how the results of quality control inspections and tests will be used for determining the need for corrective action and shall contain clear sets of rules to gauge when a process is out of control and the type of correction to be taken to regain process control.

When applicable or required by the technical specifications, the Contractor shall establish and use statistical quality control charts for individual quality control tests. The requirements for corrective action shall be linked to the control charts.

100-10 SURVEILLANCE BY THE ENGINEER. All items of material and equipment shall be subject to surveillance by the Engineer at the point of production, manufacture or shipment to determine if the Contractor, producer, manufacturer or shipper maintains an adequate quality control system in conformance with the requirements detailed here and the applicable technical specifications and plans. In addition, all items of materials, equipment and work in place shall be subject to surveillance by the Engineer at the site for the same purpose.

Surveillance by the Engineer does not relieve the Contractor of performing quality control inspections of either on-site or off-site Contractor's or subcontractor's work.

100-11 NONCOMPLIANCE.

a. The Engineer will notify the Contractor of any noncompliance with any of the foregoing requirements. The Contractor shall, after receipt of such notice, immediately take corrective action. Any notice, when delivered by the Engineer or his or her authorized representative to the Contractor or his or her authorized representative at the site of the work, shall be considered sufficient notice.

b. In cases where quality control activities do not comply with either the Contractor Quality Control Program or the contract provisions, or where the Contractor fails to properly operate and maintain an effective Quality Control Program, as determined by the Engineer, the Engineer may:

(1) Order the Contractor to replace ineffective or unqualified quality control personnel or subcontractors.

(2) Order the Contractor to stop operations until appropriate corrective actions are taken.

END OF SECTION 100

SECTION 105 MOBILIZATION

105-1 DESCRIPTION. This item shall consist of work and operations, but is not limited to, work and operations necessary for the movement of personnel, equipment, material and supplies to and from the project site for work on the project except as provided in the contract as separate pay items.

105-1.1 POSTED NOTICES. Prior to commencement of construction activities the Contractor must post the following documents in a prominent and accessible place where they may be easily viewed by all employees of the prime Contractor and by all employees of subcontractors engaged by the prime Contractor: Equal Employment Opportunity (EEO) Poster "Equal Employment Opportunity is the Law" in accordance with the Office of Federal Contract Compliance Programs Executive Order 11246, as amended; Davis Bacon Wage Poster (WH 1321) - DOL "Notice to All Employees" Poster; and Applicable Davis-Bacon Wage Rate Determination. These notices must remain posted until final acceptance of the work by the Owner.

105-2 BASIS OF MEASUREMENT AND PAYMENT. Based upon the contract lump sum price for "Mobilization" partial payments will be allowed as follows:

a. With first pay request, 25%.

b. When 25% or more of the original contract is earned, an additional 25%.

c. When 50% or more of the original contract is earned, an additional 40%.

d. After Final Inspection, Staging area clean-up and delivery of all Project Closeout materials as required by 90-11, the final 10%.

END OF SECTION 105

SECTION 110
METHOD OF ESTIMATING PERCENTAGE OF MATERIAL WITHIN SPECIFICATION LIMITS (PWL)

110-1 GENERAL. When the specifications provide for acceptance of material based on the method of estimating percentage of material within specification limits (PWL), the PWL will be determined in accordance with this section. All test results for a lot will be analyzed statistically to determine the total estimated percent of the lot that is within specification limits. The PWL is computed using the sample average (X) and sample standard deviation (S_n) of the specified number (n) of sublots for the lot and the specification tolerance limits, L for lower and U for upper, for the particular acceptance parameter. From these values, the respective Quality index, Q_L for Lower Quality Index and/or Q_U for Upper Quality Index, is computed and the PWL for the lot for the specified n is determined from Table 1. All specification limits specified in the technical sections shall be absolute values. Test results used in the calculations shall be to the significant figure given in the test procedure.

There is some degree of uncertainty (risk) in the measurement for acceptance because only a small fraction of production material (the population) is sampled and tested. This uncertainty exists because all portions of the production material have the same probability to be randomly sampled. The Contractor's risk is the probability that material produced at the acceptable quality level is rejected or subjected to a pay adjustment. The Owner's risk is the probability that material produced at the rejectable quality level is accepted.

It is the intent of this section to inform the Contractor that, in order to consistently offset the Contractor's risk for material evaluated, production quality (using population average and population standard deviation) must be maintained at the acceptable quality specified or higher. In all cases, it is the responsibility of the Contractor to produce at quality levels that will meet the specified acceptance criteria when sampled and tested at the frequencies specified.

110-2 METHOD FOR COMPUTING PWL. The computational sequence for computing PWL is as follows:

a. Divide the lot into n sublots in accordance with the acceptance requirements of the specification.

b. Locate the random sampling position within the sublot in accordance with the requirements of the specification.

c. Make a measurement at each location, or take a test portion and make the measurement on the test portion in accordance with the testing requirements of the specification.

d. Find the sample average (X) for all sublot values within the lot by using the following formula:

$$X = (x_1 + x_2 + x_3 + \ldots x_n) / n$$

Where: X = Sample average of all sublot values within a lot
x_1, x_2 = Individual sublot values
n = Number of sublots

e. Find the sample standard deviation (S_n) by use of the following formula:

$$S_n = [(d_1^2 + d_2^2 + d_3^2 + \ldots d_n^2) / (n-1)]^{1/2}$$

Where: S_n = Sample standard deviation of the number of sublot values in the set
d_1, d_2 = Deviations of the individual sublot values x_1, x_2,.. from the average value X that is: $d_1 = (x_1 - X)$, $d_2 = (x_2 - X) \ldots d_n = (x_n - X)$
n = Number of sublots

f. For single sided specification limits (that is, L only), compute the Lower Quality Index Q_L by use of

the following formula:

$$Q_L = (X - L) / S_n$$

Where: L = specification lower tolerance limit

Estimate the percentage of material within limits (PWL) by entering Table 1 with QL, using the column appropriate to the total number (n) of measurements. If the value of QL falls between values shown on the table, use the next higher value of PWL.

g. For double-sided specification limits (that is, L and U), compute the Quality Indexes QL and QU by use of the following formulas:

$$Q_L = (X - L) / S_n$$

And

$$Q_U = (U - X) / S_n$$

Where: L and U = specification lower and upper tolerance limits

Estimate the percentage of material between the lower (L) and upper (U) tolerance limits (PWL) by entering Table 1 separately with Q_L and Q_U, using the column appropriate to the total number (n) of measurements, and determining the percent of material above P_L and percent of material below P_U for each tolerance limit. If the values of Q_L fall between values shown on the table, use the next higher value of P_L or P_U. Determine the PWL by use of the following formula:

$$PWL = (P_U + P_L) – 100$$

Where: P_L = percent within lower specification limit
P_U = percent within upper specification limit

EXAMPLE OF PWL CALCULATION

Project: Example Project
Test Item: Item P-401, Lot A.

A. PWL Determination for Mat Density.

1. Density of four random cores taken from Lot A.

A-1 = 96.60
A-2 = 97.55
A-3 = 99.30
A-4 = 98.35
n = 4

2. Calculate average density for the lot.

$X = (x_1 + x_2 + x_3 + . . . x_n) / n$
X = (96.60 + 97.55 + 99.30 + 98.35) / 4
X = 97.95% density

3. Calculate the standard deviation for the lot.

$S_n = [((96.60 - 97.95)^2 + (97.55 - 97.95)^2 + (99.30 - 97.95)^2 + (98.35 - 97.95)2)) / (4 - 1)]^{1/2}$
$S_n = [(1.82 + 0.16 + 1.82 + 0.16) / 3]^{1/2}$
$S_n = 1.15$

4. Calculate the Lower Quality Index Q_L for the lot. (L=96.3)

$Q_L = (X - L) / S_n$
$Q_L = (97.95 - 96.30) / 1.15$
$Q_L = 1.4348$

5. Determine PWL by entering Table 1 with QL= 1.44 and n= 4.

PWL = 98

B. PWL Determination for Air Voids.

1. Air Voids of four random samples taken from Lot A.

A-1 = 5.00
A-2 = 3.74
A-3 = 2.30
A-4 = 3.25

2. Calculate the average air voids for the lot.

$X = (x_1 + x_2 + x_3 \ldots x_n) / n$
$X = (5.00 + 3.74 + 2.30 + 3.25) / 4$
$X = 3.57\%$

3. Calculate the standard deviation S_n for the lot.

$S_n = [((3.57 - 5.00)^2 + (3.57 - 3.74)^2 + (3.57 - 2.30)^2 + (3.57 - 3.25)^2) / (4 - 1)]^{1/2}$
$S_n = [(2.04 + 0.03 + 1.62 + 0.10) / 3]^{1/2}$
$S_n = 1.12$

4. Calculate the Lower Quality Index Q_L for the lot. (L= 2.0)

$Q_L = (X - L) / S_n$
$Q_L = (3.57 - 2.00) / 1.12$
$Q_L = 1.3992$

5. Determine P_L by entering Table 1 with $Q_L = 1.41$ and n = 4.

PL = 97

6. Calculate the Upper Quality Index Q_U for the lot. (U= 5.0)

$Q_U = (U - X) / S_n$
$Q_U = (5.00 - 3.57) / 1.12$
$Q_U = 1.2702$

7. Determine P_U by entering Table 1 with $Q_U = 1.29$ and n = 4.

$P_U = 93$

8. Calculate Air Voids PWL

PWL = (P_L + P_U) - 100
PWL = (97 + 93) - 100 = 90

EXAMPLE OF OUTLIER CALCULATION (REFERENCE ASTM E178)

Project: Example Project
Test Item: Item P-401, Lot A.

A. Outlier Determination for Mat Density.

1. Density of four random cores taken from Lot A arranged in descending order.

A-3 = 99.30
A-4 = 98.35
A-2 = 97.55
A-1 = 96.60

2. Use n=4 and upper 5% significance level of to find the critical value for test criterion = 1.463.

3. Use average density, standard deviation, and test criterion value to evaluate density measurements.

a. For measurements greater than the average:

If (measurement - average) / (standard deviation) is less than test criterion, then the measurement is not considered an outlier

For A-3, check if (99.30 - 97.95) / 1.15 is greater than 1.463.

Since 1.174 is less than 1.463, the value is not an outlier.

b. For measurements less than the average:

If (average - measurement) / (standard deviation) is less than test criterion, then the measurement is not considered an outlier.

For A-1, check if (97.95 - 96.60) / 1.15 is greater than 1.463.

Since 1.435 is less than 1.463, the value is not an outlier.

Note: In this example, a measurement would be considered an outlier if the density were:

Greater than (97.95 + 1.463 × 1.15) = 99.63%

OR

Less than (97.95 - 1.463 × 1.15) = 96.27%.

Table 1. Table for Estimating Percent of Lot Within Limits (PWL)

Percent Within Limits (P_L and	Positive Values of Q (Q_L and Q_U)							
	n=3	n=4	n=5	n=6	n=7	n=8	n=9	n=10
99	1.1541	1.4700	1.6714	1.8008	1.8888	1.9520	1.9994	2.0362
98	1.1524	1.4400	1.6016	1.6982	1.7612	1.8053	1.8379	1.8630
97	1.1496	1.4100	1.5427	1.6181	1.6661	1.6993	1.7235	1.7420

96	1.1456	1.3800	1.4897	1.5497	1.5871	1.6127	1.6313	1.6454
95	1.1405	1.3500	1.4407	1.4887	1.5181	1.5381	1.5525	1.5635
94	1.1342	1.3200	1.3946	1.4329	1.4561	1.4717	1.4829	1.4914
93	1.1269	1.2900	1.3508	1.3810	1.3991	1.4112	1.4199	1.4265
92	1.1184	1.2600	1.3088	1.3323	1.3461	1.3554	1.3620	1.3670
91	1.1089	1.2300	1.2683	1.2860	1.2964	1.3032	1.3081	1.3118
90	1.0982	1.2000	1.2290	1.2419	1.2492	1.2541	1.2576	1.2602
89	1.0864	1.1700	1.1909	1.1995	1.2043	1.2075	1.2098	1.2115
88	1.0736	1.1400	1.1537	1.1587	1.1613	1.1630	1.1643	1.1653
87	1.0597	1.1100	1.1173	1.1192	1.1199	1.1204	1.1208	1.1212
86	1.0448	1.0800	1.0817	1.0808	1.0800	1.0794	1.0791	1.0789
85	1.0288	1.0500	1.0467	1.0435	1.0413	1.0399	1.0389	1.0382
84	1.0119	1.0200	1.0124	1.0071	1.0037	1.0015	1.0000	0.9990
83	0.9939	0.9900	0.9785	0.9715	0.9671	0.9643	0.9624	0.9610
82	0.9749	0.9600	0.9452	0.9367	0.9315	0.9281	0.9258	0.9241
81	0.9550	0.9300	0.9123	0.9025	0.8966	0.8928	0.8901	0.8882
80	0.9342	0.9000	0.8799	0.8690	0.8625	0.8583	0.8554	0.8533
79	0.9124	0.8700	0.8478	0.8360	0.8291	0.8245	0.8214	0.8192
78	0.8897	0.8400	0.8160	0.8036	0.7962	0.7915	0.7882	0.7858
77	0.8662	0.8100	0.7846	0.7716	0.7640	0.7590	0.7556	0.7531
76	0.8417	0.7800	0.7535	0.7401	0.7322	0.7271	0.7236	0.7211
75	0.8165	0.7500	0.7226	0.7089	0.7009	0.6958	0.6922	0.6896
74	0.7904	0.7200	0.6921	0.6781	0.6701	0.6649	0.6613	0.6587
73	0.7636	0.6900	0.6617	0.6477	0.6396	0.6344	0.6308	0.6282
72	0.7360	0.6600	0.6316	0.6176	0.6095	0.6044	0.6008	0.5982
71	0.7077	0.6300	0.6016	0.5878	0.5798	0.5747	0.5712	0.5686
70	0.6787	0.6000	0.5719	0.5582	0.5504	0.5454	0.5419	0.5394
69	0.6490	0.5700	0.5423	0.5290	0.5213	0.5164	0.5130	0.5105
68	0.6187	0.5400	0.5129	0.4999	0.4924	0.4877	0.4844	0.4820
67	0.5878	0.5100	0.4836	0.4710	0.4638	0.4592	0.4560	0.4537
66	0.5563	0.4800	0.4545	0.4424	0.4355	0.4310	0.4280	0.4257
65	0.5242	0.4500	0.4255	0.4139	0.4073	0.4030	0.4001	0.3980
64	0.4916	0.4200	0.3967	0.3856	0.3793	0.3753	0.3725	0.3705
63	0.4586	0.3900	0.3679	0.3575	0.3515	0.3477	0.3451	0.3432
62	0.4251	0.3600	0.3392	0.3295	0.3239	0.3203	0.3179	0.3161
61	0.3911	0.3300	0.3107	0.3016	0.2964	0.2931	0.2908	0.2892
60	0.3568	0.3000	0.2822	0.2738	0.2691	0.2660	0.2639	0.2624
59	0.3222	0.2700	0.2537	0.2461	0.2418	0.2391	0.2372	0.2358
58	0.2872	0.2400	0.2254	0.2186	0.2147	0.2122	0.2105	0.2093
57	0.2519	0.2100	0.1971	0.1911	0.1877	0.1855	0.1840	0.1829
56	0.2164	0.1800	0.1688	0.1636	0.1607	0.1588	0.1575	0.1566
55	0.1806	0.1500	0.1406	0.1363	0.1338	0.1322	0.1312	0.1304
54	0.1447	0.1200	0.1125	0.1090	0.1070	0.1057	0.1049	0.1042
53	0.1087	0.0900	0.0843	0.0817	0.0802	0.0793	0.0786	0.0781
52	0.0725	0.0600	0.0562	0.0544	0.0534	0.0528	0.0524	0.0521
51	0.0363	0.0300	0.0281	0.0272	0.0267	0.0264	0.0262	0.0260
50	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Percent Within Limits (P_L and P_U)	**Negative Values of Q (Q_L and Q_U)**							
	n=3	**n=4**	**n=5**	**n=6**	**n=7**	**n=8**	**n=9**	**n=10**
49	-0.0363	-0.0300	-0.0281	-0.0272	-0.0267	-0.0264	-0.0262	-0.0260
48	-0.0725	-0.0600	-0.0562	-0.0544	-0.0534	-0.0528	-0.0524	-0.0521
47	-0.1087	-0.0900	-0.0843	-0.0817	-0.0802	-0.0793	-0.0786	-0.0781
46	-0.1447	-0.1200	-0.1125	-0.1090	-0.1070	-0.1057	-0.1049	-0.1042
45	-0.1806	-0.1500	-0.1406	-0.1363	-0.1338	-0.1322	-0.1312	-0.1304
44	-0.2164	-0.1800	-0.1688	-0.1636	-0.1607	-0.1588	-0.1575	-0.1566

43	-0.2519	-0.2100	-0.1971	-0.1911	-0.1877	-0.1855	-0.1840	-0.1829
42	-0.2872	-0.2400	-0.2254	-0.2186	-0.2147	-0.2122	-0.2105	-0.2093
41	-0.3222	-0.2700	-0.2537	-0.2461	-0.2418	-0.2391	-0.2372	-0.2358
40	-0.3568	-0.3000	-0.2822	-0.2738	-0.2691	-0.2660	-0.2639	-0.2624
39	-0.3911	-0.3300	-0.3107	-0.3016	-0.2964	-0.2931	-0.2908	-0.2892
38	-0.4251	-0.3600	-0.3392	-0.3295	-0.3239	-0.3203	-0.3179	-0.3161
37	-0.4586	-0.3900	-0.3679	-0.3575	-0.3515	-0.3477	-0.3451	-0.3432
36	-0.4916	-0.4200	-0.3967	-0.3856	-0.3793	-0.3753	-0.3725	-0.3705
35	-0.5242	-0.4500	-0.4255	-0.4139	-0.4073	-0.4030	-0.4001	-0.3980
34	-0.5563	-0.4800	-0.4545	-0.4424	-0.4355	-0.4310	-0.4280	-0.4257
33	-0.5878	-0.5100	-0.4836	-0.4710	-0.4638	-0.4592	-0.4560	-0.4537
32	-0.6187	-0.5400	-0.5129	-0.4999	-0.4924	-0.4877	-0.4844	-0.4820
31	-0.6490	-0.5700	-0.5423	-0.5290	-0.5213	-0.5164	-0.5130	-0.5105
30	-0.6787	-0.6000	-0.5719	-0.5582	-0.5504	-0.5454	-0.5419	-0.5394
29	-0.7077	-0.6300	-0.6016	-0.5878	-0.5798	-0.5747	-0.5712	-0.5686
28	-0.7360	-0.6600	-0.6316	-0.6176	-0.6095	-0.6044	-0.6008	-0.5982
27	-0.7636	-0.6900	-0.6617	-0.6477	-0.6396	-0.6344	-0.6308	-0.6282
26	-0.7904	-0.7200	-0.6921	-0.6781	-0.6701	-0.6649	-0.6613	-0.6587
25	-0.8165	-0.7500	-0.7226	-0.7089	-0.7009	-0.6958	-0.6922	-0.6896
24	-0.8417	-0.7800	-0.7535	-0.7401	-0.7322	-0.7271	-0.7236	-0.7211
23	-0.8662	-0.8100	-0.7846	-0.7716	-0.7640	-0.7590	-0.7556	-0.7531
22	-0.8897	-0.8400	-0.8160	-0.8036	-0.7962	-0.7915	-0.7882	-0.7858
21	-0.9124	-0.8700	-0.8478	-0.8360	-0.8291	-0.8245	-0.8214	-0.8192
20	-0.9342	-0.9000	-0.8799	-0.8690	-0.8625	-0.8583	-0.8554	-0.8533
19	-0.9550	-0.9300	-0.9123	-0.9025	-0.8966	-0.8928	-0.8901	-0.8882
18	-0.9749	-0.9600	-0.9452	-0.9367	-0.9315	-0.9281	-0.9258	-0.9241
17	-0.9939	-0.9900	-0.9785	-0.9715	-0.9671	-0.9643	-0.9624	-0.9610
16	-1.0119	-1.0200	-1.0124	-1.0071	-1.0037	-1.0015	-1.0000	-0.9990
15	-1.0288	-1.0500	-1.0467	-1.0435	-1.0413	-1.0399	-1.0389	-1.0382
14	-1.0448	-1.0800	-1.0817	-1.0808	-1.0800	-1.0794	-1.0791	-1.0789
13	-1.0597	-1.1100	-1.1173	-1.1192	-1.1199	-1.1204	-1.1208	-1.1212
12	-1.0736	-1.1400	-1.1537	-1.1587	-1.1613	-1.1630	-1.1643	-1.1653
11	-1.0864	-1.1700	-1.1909	-1.1995	-1.2043	-1.2075	-1.2098	-1.2115
10	-1.0982	-1.2000	-1.2290	-1.2419	-1.2492	-1.2541	-1.2576	-1.2602
9	-1.1089	-1.2300	-1.2683	-1.2860	-1.2964	-1.3032	-1.3081	-1.3118
8	-1.1184	-1.2600	-1.3088	-1.3323	-1.3461	-1.3554	-1.3620	-1.3670
7	-1.1269	-1.2900	-1.3508	-1.3810	-1.3991	-1.4112	-1.4199	-1.4265
6	-1.1342	-1.3200	-1.3946	-1.4329	-1.4561	-1.4717	-1.4829	-1.4914
5	-1.1405	-1.3500	-1.4407	-1.4887	-1.5181	-1.5381	-1.5525	-1.5635
4	-1.1456	-1.3800	-1.4897	-1.5497	-1.5871	-1.6127	-1.6313	-1.6454
3	-1.1496	-1.4100	-1.5427	-1.6181	-1.6661	-1.6993	-1.7235	-1.7420
2	-1.1524	-1.4400	-1.6016	-1.6982	-1.7612	-1.8053	-1.8379	-1.8630
1	-1.1541	-1.4700	-1.6714	-1.8008	-1.8888	-1.9520	-1.9994	-2.0362

END OF SECTION 110

SECTION J
SPECIAL PROVISIONS

SPECIAL PROVISIONS

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SECTION A – FEDERAL AVIATION ADMINISTRATION REQUIREMENTS

A-01 GENERAL CIVIL RIGHTS PROVISIONS

The contractor agrees that it will comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision binds the contractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

This provision also obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport through the Airport Improvement Program, except where Federal assistance is to provide, or is in the form of personal property; real property or interest therein; structures or improvements thereon.

In these cases the provision obligates the party or any transferee for the longer of the following periods:

(a) the period during which the property is used by the airport sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits; or
(b) the period during which the airport sponsor or any transferee retains ownership or possession of the property.

A-02 CIVIL RIGHTS – TITLE VI ASSURANCES

Title VI Solicitation Notice:
The Owner, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the **Title VI List of Pertinent Nondiscrimination Statutes and Authorities**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

   a. Withholding payments to the contractor under the contract until the contractor complies; and/or

   b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the sponsor to enter into any litigation to protect the interests of the sponsor. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

A-03 NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein
.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

   A. Timetables

   B. Goals for minority participation for each trade (Vol. 45 Federal Register pg. 65984 10/3/80)

   C. Goals for female participation in each trade (6.9%)

These goals are applicable to all of the contractor's construction work (whether or not it is Federal or federally-assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor is also subject to the goals for both federally funded and non-federally funded construction regardless of the percentage of federal participation in funding.

The contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training shall be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees

from contractor to contractor or from project to project, for the sole purpose of meeting the contractor's goals, shall be a violation of the contract, the Executive Order, and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The contractor shall provide written notification to the Director, Office of Federal Contract Compliance Programs (OFCCP), within 10 working days of award of any construction subcontract in excess of $10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address, and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this notice and in the contract resulting from this solicitation, the "covered area" is the City of Abiline, Taylor County, Texas.

A-04 ACCESS TO RECORDS AND REPORTS

The Contractor must maintain an acceptable cost accounting system. The Contractor agrees to provide the Sponsor, the Federal Aviation Administration, and the Comptroller General of the United States or any of their duly authorized representatives access to any books, documents, papers, and records of the contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

A-05 BUY AMERICAN CERTIFICATION

See Section 010470 “Bidder Certifications” for Contractor Buy American Certification.

A-06 DISADVANTAGED BUSINESS ENTERPRISES

Contract Assurance (§ 26.13) - The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment (§26.29))- The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contractor receives from Owner. The prime contractor agrees further to return retainage payments to each subcontractor within {specify the same number as above} days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Owner. This clause applies to both DBE and non-DBE subcontractors.

A-07 ENERGY CONSERVATION REQUIREMENTS

The contractor agrees to comply with mandatory standards and policies relating to energy efficiency that are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Public Law 94-163).

A-08 FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

All contracts and subcontracts that result from this solicitation incorporate the following provisions by reference, with the same force and effect as if given in full text. The contractor has full responsibility to monitor compliance

to the referenced statute or regulation. The contractor must address any claims or disputes that pertain to a referenced requirement directly with the Federal Agency with enforcement responsibilities.

Requirement	Federal Agency with Enforcement Responsibilities
Federal Fair Labor Standards Act (29 USC 201)	U.S. Department of Labor – Wage and Hour Division

A-09 LOBBYING AND INFLUENCING FEDERAL EMPLOYEES

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the bidder or offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

A-10 OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

All contracts and subcontracts that result from this solicitation incorporate the following provisions by reference, with the same force and effect as if given in full text. The contractor has full responsibility to monitor compliance to the referenced statute or regulation. The contractor must address any claims or disputes that pertain to a referenced requirement directly with the Federal Agency with enforcement responsibilities.

Requirement	Federal Agency with Enforcement Responsibilities
Occupational Safety and Health Act of 1970 (20 CFR Part 1910)	U.S. Department of Labor – Occupational Safety and Health Administration

A-11 RIGHTS TO INVENTIONS

All rights to inventions and materials generated under this contract are subject to requirements and regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

A-12 TRADE RESTRICTION CLAUSE

The contractor or subcontractor, by submission of an offer and/or execution of a contract, certifies that it:

a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);

b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list;

c. has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to a contractor or subcontractor who is unable to certify to the above. If the contractor knowingly procures or subcontracts for the supply of any product or service of a foreign country on said list for use on the project, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract at no cost to the Government.

Further, the contractor agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in each contract and in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor unless it has knowledge that the certification is erroneous.

The contractor shall provide immediate written notice to the sponsor if the contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The subcontractor agrees to provide written notice to the contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

This certification is a material representation of fact upon which reliance was placed when making the award. If it is later determined that the contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract or subcontract for default at no cost to the Government.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001

A-13 VETERAN'S PREFERENCE

In the employment of labor (except in executive, administrative, and supervisory positions), preference must be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Title 49 United States

Code, Section 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

A-14 COPELAND "ANTI-KICKBACK" ACT

The United States Department of Labor Wage and Hours Division oversees the Copeland "Anti-Kickback" Act requirements. All contracts and subcontracts must meet comply with the Occupational Safety and Health Act of 1970.

United States Department of Labor Wage and Hours Division can provide information regarding any specific clauses or assurances pertaining to the Copeland "Anti-Kickback" Act requirements required to be inserted in solicitations, contracts or subcontracts.

A-15 DAVIS-BACON LABOR PROVISIONS

1. Minimum Wages

(i) All laborers and mechanics employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by the Secretary of Labor under the Copeland Act (29 CFR Part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalent thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph (1)(iv) of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR Part 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under (1)(ii) of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can easily be seen by the workers.

(ii) (A) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(1) The work to be performed by the classification requested is not performed by a classification in the wage determination; and
(2) The classification is utilized in the area by the construction industry; and
(3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(B) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards

Administration, U.S. Department of Labor, Washington, D.C. 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(C) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(D) The wage rate (including fringe benefits where appropriate) determined pursuant to subparagraphs (1)(ii) (B) or (C) of this paragraph, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

(iii) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(iv) If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2 Withholding.

The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the contractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of work, all or part of the wages required by the contract, the Federal Aviation Administration may, after written notice to the contractor, sponsor, applicant, or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records.

(i) Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been

communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual costs incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(ii) (A) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the contractor will submit the payrolls to the applicant, sponsor, or owner, as the case may be, for transmission to the Federal Aviation Administration. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g. , the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at http://www.dol.gov/esa/whd/forms/wh347instr.htm or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the contractor will submit them to the applicant, sponsor, or owner, as the case may be, for transmission to the Federal Aviation Administration, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the sponsoring government agency (or the applicant, sponsor, or owner).

(B) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) That the payroll for the payroll period contains the information required to be provided under 29 CFR § 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR § 5.5 (a)(3)(i) and that such information is correct and complete;
(2) That each laborer and mechanic (including each helper, apprentice and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations 29 CFR Part 3;
(3) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(C) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph (3)(ii)(B) of this section.

(D) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under Section 1001 of Title 18 and Section 231 of Title 31 of the United States Code.

(iii) The contractor or subcontractor shall make the records required under paragraph (3)(i) of this section available for inspection, copying or transcription by authorized representatives of the Sponsor, the Federal Aviation Administration or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit

the required records or to make them available, the Federal agency may, after written notice to the contractor, sponsor, applicant or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and Trainees.

(i) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State Apprenticeship Agency recognized by the Bureau, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Bureau of Apprenticeship and Training, or a State Apprenticeship Agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(ii) Trainees. Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate that is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(iii) Equal Employment Opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

5. Compliance With Copeland Act Requirements.

The contractor shall comply with the requirements of 29 CFR Part 3, which are incorporated by reference in this contract.

6. Subcontracts.

The contractor or subcontractor shall insert in any subcontracts the clauses contained in 29 CFR Part 5.5(a)(1) through (10) and such other clauses as the Federal Aviation Administration may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR Part 5.5.

7. Contract Termination: Debarment.

A breach of the contract clauses in paragraph 1 through 10 of this section may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance With Davis-Bacon and Related Act Requirements.

All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes Concerning Labor Standards.

Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6 and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of Eligibility.

(i) By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

A-16 TEXTING WHEN DRIVING

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving" (10/1/2009) and DOT Order 3902.10 “Text Messaging While Driving” (12/30/2009), the Contractor must promote policies and initiatives for employees and other work personnel that decrease crashes by distracted

drivers, including policies to ban text messaging while driving. The Contractor must include these policies in each third party subcontract involved on this project.

A-17 EQUAL OPPORTUNITY CLAUSE

During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, That in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the

administering agency the contractor may request the United States to enter into such litigation to protect the interests of the United States.

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS

1. As used in these specifications:

a. "Covered area" means the geographical area described in the solicitation from which this contract resulted;

b. "Director" means Director, Office of Federal Contract Compliance Programs (OFCCP), U.S. Department of Labor, or any person to whom the Director delegates authority;

c. "Employer identification number" means the Federal social security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941;

d. "Minority" includes:

(1) Black (all) persons having origins in any of the Black African racial groups not of Hispanic origin);
(2) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin regardless of race);
(3) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
(4) American Indian or Alaskan native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).

2. Whenever the contractor, or any subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3. If the contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors shall be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each contractor or subcontractor participating in an approved plan is individually required to comply with its obligations under the EEO clause and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other contractors or subcontractors toward a goal in an approved Plan does not excuse any covered contractor's or subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.

4. The contractor shall implement the specific affirmative action standards provided in paragraphs 18.7a through 18.7p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in a geographical area where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any Office of Federal Contract

Compliance Programs office or from Federal procurement contracting officers. The contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement nor the failure by a union with whom the contractor has a collective bargaining agreement to refer either minorities or women shall excuse the contractor's obligations under these specifications, Executive Order 11246 or the regulations promulgated pursuant thereto.

6. In order for the non-working training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees shall be employed by the contractor during the training period and the contractor shall have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees shall be trained pursuant to training programs approved by the U.S. Department of Labor.

7. The contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The contractor shall document these efforts fully and shall implement affirmative action steps at least as extensive as the following:

a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the contractor's employees are assigned to work. The contractor, where possible, will assign two or more women to each construction project. The contractor shall specifically ensure that all foremen, superintendents, and other onsite supervisory personnel are aware of and carry out the contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

c. Maintain a current file of the names, addresses, and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source, or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the contractor by the union or, if referred, not employed by the contractor, this shall be documented in the file with the reason therefore along with whatever additional actions the contractor may have taken.

d. Provide immediate written notification to the Director when the union or unions with which the contractor has a collective bargaining agreement has not referred to the contractor a minority person or female sent by the contractor, or when the contractor has other information that the union referral process has impeded the contractor's efforts to meet its obligations.

e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the contractor's employment needs, especially those programs funded or approved by the Department of Labor. The contractor shall provide notice of these programs to the sources compiled under 7b above.

f. Disseminate the contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the

company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination, or other employment decisions including specific review of these items with onsite supervisory personnel such a superintendents, general foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the contractor's EEO policy with other contractors and subcontractors with whom the contractor does or anticipates doing business.

i. Direct its recruitment efforts, both oral and written, to minority, female, and community organizations, to schools with minority and female students; and to minority and female recruitment and training organizations serving the contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the contractor shall send written notification to organizations, such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable provide after school, summer, and vacation employment to minority and female youth both on the site and in other areas of a contractor's workforce.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.

l. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel, for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

m. Ensure that seniority practices, job classifications, work assignments, and other personnel practices do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the contractor's obligations under these specifications are being carried out.

n. Ensure that all facilities and company activities are non-segregated except that separate or single user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually, of all supervisor's adherence to and performance under the contractor's EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations, which assist in fulfilling one or more of their affirmative action obligations (18.7a through 18.7p). The efforts of a contractor association, joint contractor union, contractor community, or other similar groups of which the contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under 18.7a through 18.7p of these specifications provided that the contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates

the effectiveness of actions taken on behalf of the contractor. The obligation to comply, however, is the contractor's and failure of such a group to fulfill an obligation shall not be a defense for the contractor's noncompliance.

9. A single goal for minorities and a separate single goal for women have been established. The contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, if the particular group is employed in a substantially disparate manner (for example, even though the contractor has achieved its goals for women generally,) the contractor may be in violation of the Executive Order if a specific minority group of women is underutilized.

10. The contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.

11. The contractor shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination, and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13. The contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 18.7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

14. The contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government, and to keep records. Records shall at least include for each employee, the name, address, telephone number, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.

15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

A-18 NOTICE OF NONSEGREGATED FACILITIES REQUIREMENT

Notice to Prospective Federally Assisted Construction Contractors:

1. A Certification of Non-segregated Facilities shall be submitted prior to the award of a federally-assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity Clause.

2. Contractors receiving federally-assisted construction contract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity Clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts

where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity Clause.

3. The penalty for making false statements in offers is prescribed in 18 U.S.C. § 1001.

Notice to Prospective Subcontractors of Requirements for Certification of Non-Segregated Facilities:

1. A Certification of Non-segregated Facilities shall be submitted prior to the award of a subcontract exceeding $10,000, which is not exempt from the provisions of the Equal Opportunity Clause.

2. Contractors receiving subcontract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity Clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity Clause.

3. The penalty for making false statements in offers is prescribed in 18 U.S.C. § 1001.

CERTIFICATION OF NONSEGREGATED FACILITIES

The federally-assisted construction contractor certifies that she or he does not maintain or provide, for his employees, any segregated facilities at any of his establishments and that she or he does not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. The federally-assisted construction contractor certifies that she or he will not maintain or provide, for his employees, segregated facilities at any of his establishments and that she or he will not permit his employees to perform their services at any location under his control where segregated facilities are maintained. The federally-assisted construction contractor agrees that a breach of this certification is a violation of the Equal Opportunity Clause in this contract.

As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms, and washrooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directives or are, in fact, segregated on the basis of race, color, religion, or national origin because of habit, local custom, or any other reason. The federally-assisted construction contractor agrees that (except where she or he has obtained identical certifications from proposed subcontractors for specific time periods) she or he will obtain identical certifications from proposed subcontractors prior to the award of subcontracts exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity Clause and that she or he will retain such certifications in his files.

A-19 TERMINATION OF CONTRACT

a. The Sponsor may, by written notice, terminate this contract in whole or in part at any time, either for the Sponsor's convenience or because of failure to fulfill the contract obligations. Upon receipt of such notice services must be immediately discontinued (unless the notice directs otherwise) and all materials as may

have been accumulated in performing this contract, whether completed or in progress, delivered to the Sponsor.

b. If the termination is for the convenience of the Sponsor, an equitable adjustment in the contract price will be made, but no amount will be allowed for anticipated profit on unperformed services.

c. If the termination is due to failure to fulfill the contractor's obligations, the Sponsor may take over the work and prosecute the same to completion by contract or otherwise. In such case, the contractor is liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.

d. If, after notice of termination for failure to fulfill contract obligations, it is determined that the contractor had not so failed, the termination will be deemed to have been effected for the convenience of the Sponsor. In such event, adjustment in the contract price will be made as provided in paragraph 2 of this clause.

e. The rights and remedies of the sponsor provided in this clause are in addition to any other rights and remedies provided by law or under this contract.

A-20 CERTIFICATE REGARDING DEBARMENT AND SUSPENSION

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that at the time the bidder or offeror submits its proposal that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (SUCCESSFUL BIDDER REGARDING LOWER TIER PARTICIPANTS)

The successful bidder, by administering each lower tier subcontract that exceeds $25,000 as a “covered transaction”, must verify each lower tier participant of a “covered transaction” under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: http://www.sam.gov

2. Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.

3. Inserting a clause or condition in the covered transaction with the lower tier contract

If the FAA later determines that a lower tier participant failed to tell a higher tier that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedy, including suspension and debarment.

A-21 BREACH OF CONTRACT

Any violation or breach of terms of this contract on the part of the contractor or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. The duties and obligations imposed by the Contract Documents and the rights

and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

A-22 CLEAN AIR AND WATER POLLUTION CONTROL

Contractors and subcontractors agree:

1. That any facility to be used in the performance of the contract or subcontract or to benefit from the contract is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities;

2. To comply with all the requirements of Section 114 of the Clean Air Act, as amended, 42 U.S.C. 1857 et seq. and Section 308 of the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. relating to inspection, monitoring, entry, reports, and information, as well as all other requirements specified in Section 114 and Section 308 of the Acts, respectively, and all other regulations and guidelines issued thereunder;

3. That, as a condition for the award of this contract, the contractor or subcontractor will notify the awarding official of the receipt of any communication from the EPA indicating that a facility to be used for the performance of or benefit from the contract is under consideration to be listed on the EPA List of Violating Facilities;

4. To include or cause to be included in any construction contract or subcontract which exceeds $100,000 the aforementioned criteria and requirements.

A-23 CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

1. Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2 .Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) above, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 above, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 above.

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as

may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 above.

4. Subcontractors.

The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section.

SECTION B – STATE TERMS AND CONDITIONS

B-01 NOT USED

SECTION C – LOCAL TERMS AND CONDITIONS

C-01 CONTRACTOR'S INSURANCE

Contractor shall obtain insurance of the types and in the amounts described below. The insurance shall be written by insurance companies and on forms acceptable to Owner.

Owner and Garver, LLC shall be included as an insured under the CGL, (using ISO Additional Insured Endorsement CG 20 10 11 85 or a substitute providing equivalent coverage), and under the commercial automobile liability (using ISO Additional Insured Endorsement CA 2048 or a substitute providing equivalent coverage), and commercial umbrella, if any. This insurance, including insurance provided under the commercial umbrella, if any, shall apply as primary and non-contributory insurance with respect to any other insurance or self-insurance programs afforded to, or maintained by, Owner.

Commercial General and Umbrella Liability Insurance: Contractor shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance, with a limit of not less than $5,000,000 each occurrence. If such CGL insurance contains a general aggregate limit, it shall apply separately to the Project.

CGL insurance shall be written on ISO occurrence form CG 20 10 (11-85) (or a substitute combination of the following forms CG 20 10 (10-01) and CG 20 37 (10-01) providing equivalent coverage) and shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal injury and advertising injury and liability assumed under an insured contract.

There shall be no endorsement or modification of the CGL limiting the scope of coverage for liability arising from pollution, explosion, collapse, underground property damage, or amending the contractual coverage in the ISO occurrence form.

CGL insurance shall be written with an ISO form CG 25 03 05 09 Designated Construction Project(s) General Aggregate Limit or a substitute form providing equivalent coverage.

Continuing CGL Coverage: Contractor shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella liability insurance, with a limit of not less than $5,000,000 each occurrence for at least 3 years following substantial completion of the Work.

Continuing commercial umbrella coverage, if any, shall include liability coverage for damage to the insured's completed Work equivalent to that provided under ISO form CG 00 01.

Owner's and Contractor's Protective Liability Insurance: Contractor shall maintain Owner's and Contractor's Protective Liability (OCP) insurance on behalf of Owner and Garver, LLC, as named insured, with a limit of $1,000,000.

Railroad Protective Liability Insurance: Not applicable.

Commercial Auto and Umbrella Liability Insurance: Contractor shall maintain business auto liability and, if necessary, commercial umbrella liability insurance with a limit of not less than $1,000,000 each accident.

Such insurance shall cover liability arising out of any auto (including owned, hired and non-owned autos).

Commercial auto coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 12, CA 00 20, or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage equivalent to that provided in the 1990 and later editions of CA 00 01.

If the Contract Documents require Contractor to remove and haul hazardous waste from the Project site, or if the Project involves such similar environmental exposure, pollution liability coverage equivalent to that provided under the ISO Pollution Liability-Broadened Coverage for Covered Autos Endorsement (CA 99 48) shall be provided, and the Motor Carrier Act Endorsement (MCS 90) shall be attached.

Workers' Compensation Insurance: Contractor shall maintain workers' compensation and employer's liability insurance.

1 Definitions:

1.1 **Certificate of coverage ("Certificate")** – A copy of a certificate of insurance, a certificate of authority to self-insure issued by the commission, or a coverage agreement, DWC-81, DWC-82, DWC-83, or DWC-84 showing statutory workers' compensation insurance coverage for the person's or entity's employees providing services on a project, for the duration of the project.

1.2 **Duration of the project** – Includes the time from the beginning of the work on the project until the contractor's/person's work on the project has been completed and accepted by the governmental entity.

1.3 **Persons providing services on the project ("subcontractor") in article 406.096** – Includes all persons or entities performing all or part of the services under the contractor has undertaken to perform on the project, regardless of whether that person contracted directly with the contractor and regardless of whether that person has employees. This includes, without limitation, independent contractors, subcontractor, leasing companies, motor carriers, owner-operators, employees of any such entity, or employees of any entity which furnishes persons to provide services on the project. "Services" includes, without limitation, providing, hauling or delivering equipment or materials, or providing labor, transportation, or other service related to a project. "Services" does not include activities unrelated to the project, such as food/beverage vendors, office supply deliveries, and delivery of portable toilets.

2 The Contractor shall provide coverage, based on proper reporting of classification code and payroll amounts and filing any coverage agreements, which meets the statutory requirements of Texas Labor Code, Section 401.011(44) for all employees of the contractor providing services on the project, for the duration of the project.

3 The Contractor must provide a certificate of coverage to the governmental entity prior to being awarded the contract – refer to Contractor's Insurance requirements above.

4 If the coverage period shown on the Contractor's current certificate of coverage ends during the duration of the project, the Contractor must, prior to the end of the coverage period, file a new certificate of coverage with the governmental entity showing that coverage has been extended.

5 The Contractor shall obtain from each person providing services on a project, and provide to the governmental entity:

5.1 A certificate of coverage, prior to that person beginning work on the project, so the governmental entity will have on file certificates of coverage showing coverage for all persons providing services on the project; and

5.2 No later than seven (7) days after receipt by the Contractor, a new certificate of coverage showing extension of coverage, if the coverage period shown on the current certificate ends during the duration of the project.

6 The Contractor shall retain all required certificates of coverage for the duration of the project and for one (1) year thereafter.

7 The Contractor shall notify the governmental entity in writing by certified mail or personal delivery, within ten (10) days after the contractor knew or should have known, of any change that materially affects the provision of coverage of any person providing services on the project.

8 The Contractor shall post on each project site a notice, in the text, form and manner prescribed by the Texas Department of Workers' Compensation, informing all persons providing services on the project that they are required to be covered, and stating how a person may verify coverage and report lack of coverage.

9 The Contractor shall contractually require each person with whom it contracts to provide services on a project to:

9.1 Provide coverage, based on reporting of classification codes and payroll amounts and filing of any coverage agreements, which meets the statutory requirements of Texas Labor Code, Section 401.011(44) for all its employees providing services on the project, for the duration of the project.

9.2 Provide to the Contractor, prior to that person beginning work on the project a certificate of coverage showing that coverage is being provided for all employees of the person providing services on the project, for the duration of the project.

9.3 Provide the Contractor, prior to the end of coverage period, a new certificate of coverage showing extension of coverage, if the coverage period shown on the current certificate of coverage ends during the duration of the project.

9.4 Obtain from each person with whom it contracts, and provide to the Contractor:

9.4.1 A certificate of coverage, prior to the other person beginning work on the project; and

9.4.2 the coverage period, if the coverage period shown on the current certificate of a new certificate of coverage showing extension of coverage, prior to the end of coverage ends during the duration of the project.

9.5 Retain all required certificates of coverage on file for the duration of the project and for one (1) year thereafter.

9.6 Notify the governmental entity in writing by certified mail or personal delivery, within ten (10) days after the person knew or should have known, of any change that materially affects the provision of coverage of any person providing services on the project; and

9.7 Contractually require each person with whom it contracts to perform as required by paragraphs 1. – 7. with the certificates of coverage to be provided to the person for whom they are providing services.

10 By signing this contract or providing or causing to be provided a certificate of coverage, the Contractor is representing to the governmental entity that all employees of the contractor who will provide services of the project will be covered by workers' compensation coverage for the duration of the project, that the coverage will be based on proper reporting of classification codes and payroll amounts, and that all coverage agreements will be filed with the appropriate insurance carrier or, in the case of a self-insured, with the commission's Division of Self-Insurance Regulation. Providing false or misleading information may subject the contractor to administrative penalties, criminal penalties, civil penalties, or other civil actions.

11 The Contractor's failure to comply with any of these provisions is a breach of contract by the Contractor which entitles the governmental entity to declare the contract void if the Contractor does not remedy the breach within ten (10) days after receipt of notice of breach from the governmental entity.

The employer's liability, and if necessary commercial umbrella, limits shall not be less than $500,000 each accident for bodily injury by accident or $500,000 each employee for bodily injury by disease.

If Contractor leases its employees, the alternate employer endorsement (WC 00 03 01 A) shall be attached showing Owner in the schedule as the alternate employer.

Where applicable, U.S. Longshore and Harborworkers Compensation Act Endorsement shall be attached to the policy.

Where applicable, Nonappropriated Fund Instrumentalities Act (NFIA) shall be attached to the policy. NFIA extends the coverage of the Longshore and Harbor Workers' Compensation Act to civilian employees working on United States military bases throughout the world who are not paid with funds appropriated by Congress. These employees, working in facilities operated for the comfort, contentment, and improvement of armed forces personnel, are instead compensated with funds generated from earnings of their facility.

Where applicable, Outer Continental Shelf Lands Act Endorsement shall be attached to the policy.

Where applicable, the Maritime Coverage Endorsement shall be attached to the policy.

If project is located in a state where workers compensation is secured via monopolistic state funds, include evidence of the “Stop Gap” endorsement to the general liability policy.

Property Insurance: If applicable, Contractor shall purchase and maintain property insurance for the Work. Such insurance shall be written in an amount at least equal to the initial contract sum as well as subsequent modifications of that sum. The insurance shall apply on a replacement cost basis. If the insurance obtained in compliance with this paragraph is builders risk insurance, coverage shall be written on a completed value form.

The property insurance as required above shall name as insureds the Owner, Contractor, and all subcontractors and sub-subcontractors on the Project.

Primary and Non-contributory: Contractor agrees that the insurance listed above, including insurance provided under the commercial umbrella, if any, shall apply as primary and non-contributory insurance with respect to any other insurance or self-insurance programs afforded to, or maintained by, Owner.

Waiver of Subrogation: Contractor waives all rights against the Owner and Garver, LLC and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the commercial general liability, commercial umbrella liability insurance, automobile liability insurance and workers compensation insurance maintained pursuant to paragraph C-01 of this agreement.

No Implied Waiver: Contractor shall furnish certifications matching the coverage requirements. Failure of Owner or Engineer to demand such certificate or other evidence of full compliance with these insurance requirements or failure of Owner or Engineer to identify a deficiency from evidence that is provided shall not be construed as a waiver of the contractors obligations to furnish and maintain such insurance, or as a waiver to the enforcement of any of the provisions at a later date.

Any waiver of the contractor’s obligation to furnish such certificate or maintain such evidence must be by written change order and signed by a Managing Member (Officer) of the Engineer and the Owner.

Cancellation, Non-Renewal, and/or Impairment Notification: The Contractor shall not cause any insurance policy to be cancelled or permit it to lapse and all insurance policies shall include an endorsement to the effect that the insurance policy or certificate shall not be subject to cancellation or to a reduction in the required limits of liability or amounts of insurance until notice has been mailed to the Owner and Engineer, stating the date when such cancellation or reduction shall be effective, which date shall not be less than (60) days after such notice.

The amount shown in the bid item for the Owner’s Protective Insurance shall include that amount of additional premium required for obtaining Owner’s and Engineer’s Protective Liability insurance for the Owner and Garver, LLC. The Engineer has the right to request justification from the contractor for the full amount of the cost included under the items “Owner’s Protective Insurance”.

Notice shall be sent via email and regular mail to the following persons and addresses:

Owner:
Alex Rupp
5000 Jerry Ware Drive
Beaumont, TX 77705
ARupp@co.Jefferson.tx.us

Garver:
Thomas Dodson, PE
Garver, LLC
11111 Katy Freeway
Suite 910
Houston, TX 77079
TDDodson@GarverUSA.com

C-02 UTILITIES

All work in this contract shall be in accordance with the Texas Underground Facilities Damage Prevention Act. The Contractor shall abide by the most current edition of this Act.

Underground utilities exist within and adjacent to the limits of construction. An attempt has been made to locate these utilities on the plans. However, all existing utilities may not be shown and the actual locations of the utilities may vary from the locations shown.

The Contractor shall be responsible for the protection of all existing utilities or improvements crossed by or adjacent to his construction operations. Where existing utilities or service lines are cut, broken, or damaged, the Contractor shall replace or repair immediately the utilities or service lines with the same type of original material and construction or better, at his own expense.

C-03 LEGAL HOLIDAYS

Holidays that shall be observed are the following: New Year's Day (January 1); Memorial Day (last Monday in May); Independence Day (July 4); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); and Christmas Day (December 25); no other days will be so considered. If a holiday falls on a Saturday or Sunday, the observed day shall be the Friday preceding the Saturday or the Monday following the Sunday. No construction observation will be furnished on legal holidays or Sundays, except in an emergency. The Contractor shall observe these legal holidays and all Sundays, and no work shall be performed on these days except in an emergency. Calendar day contract time includes delays for all holidays. Refer to Section C-06 for more information.

C-04 CLEAN UP

From time to time, the Contractor shall clean up the site, including any work areas at the airport, in order that the site presents a neat appearance and the progress of the work not be impeded. One such period of clean up shall immediately precede final inspection.

Immediately following acceptance of the work by the Owner, the Contractor shall remove all temporary plant, equipment, surplus materials, and debris resulting from his operations, and leave the site in a condition fully acceptable to the Owner.

C-05 PROJECT MEETINGS AND COORDINATION

A preconstruction conference will be called by the Engineer at a time convenient to the Owner and before the issuance of the "Notice to Proceed". The Engineer and the Contractor and such subcontractors as the Contractor may desire shall attend this meeting with the Owner.

The Owner and/or Engineer will call such coordination conferences as may seem expedient to him for the purpose of assuring coordination of the work covered by this Contract. The Contractor shall attend all such conferences. This in no way relieves the Contractor of his responsibility to fully coordinate his work under this Contract.

C-06 LIQUIDATED DAMAGES FOR DELAY

The number of calendar days allowed for completion of the project is stipulated in the Proposal and in the Contract and shall be known as the Contract Time. The Contractor agrees that time is a critical element for this Contract. Loss will accrue to the Owner due to delayed completion of the work; and the cost to the Owner of the administration of the Contract, including engineering, inspection, and supervision, will be increased as the time occupied in the work is lengthened. The Contractor agrees that for each day of delay beyond the

number of calendar days herein agreed upon for the completion of the work herein specified and contracted for, the Owner may withhold, permanently, from the Contractor's total compensation, the sum of **One Thousand** Dollars (**$1,000.00**) as stipulated damages for each day of such delay. Should the amount otherwise due the Contractor be less than the amount of such ascertained and liquidated damages, the Contractor and his Surety shall be liable to the Owner for such deficiency.

It is understood and agreed by and between the Owner and the Contractor that the time of completion herein set out is a reasonable time. The Contractor shall perform fully, entirely, and in an acceptable manner, the work contracted for within the contract time stated in the Contract. The contract time shall be counted from ten days after the effective date of the "Notice to Proceed", or the date work commences, whichever occurs first; and shall include all Sundays, holidays, and non-work days. All calendar days elapsing between the effective dates of any orders of the Engineer for suspension of the prosecution of the work, due to the fault of the Contractor, shall be counted as elapsed contract time, and shall not be considered for an extension of time.

Extensions of time for completion, under the condition of 3(a) next below, will be granted; extensions may be granted under other stated conditions:

1. If the satisfactory execution and completion of the Contract shall require work or material in greater amounts or quantities than those set forth in the Contract, then the Contract time shall be increased in the same proportion as the additional work bears to the original work contracted for.

2. An average or usual number of inclement weather days, when work cannot proceed, is to be anticipated during the construction period and is not to be considered as warranting extension of time. The days included in the contract time for Normal Weather-Related Events and holidays are as follows:

(On A Monthly Basis)

Month	Normal Weather-Related Events
January	5
February	7
March	4
April	4
May	3
June	4
July	8
August	4
September	6
October	5
November	2
December	5

If, however, it appears that the Contractor is delayed by conditions of weather, outside of normal weather-related events detailed in the proceeding table, extensions of time may be granted.

3. Should the work under the Contract be delayed by other causes which could not have been prevented or contemplated by the Contractor, and which are beyond the Contractor's power to prevent or remedy, an extension of time may be granted. Such causes of delay shall include but not necessarily be limited to the following:

   a. Acts of God, acts of the public enemy, acts of the Owner except as provided in these Specifications, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather.

b. Any delays of Subcontractors or suppliers occasioned by any of the causes specified above.

The Engineer or other authorized representative of the Owner shall keep a written record sufficient for determination as to the inclusion of that day in the computation of Contract time. This record shall be available for examination by the Contractor during normal hours of work as soon as feasible after the first of each construction month. In case of disagreement between the representative of the Owner and the Contractor, as to the classification of any day, the matter shall be referred to the Owner whose decision shall be final.

If the Contractor finds it impossible for reasons beyond his control to complete the work within the Contract time as specified, or as extended in accordance with the provisions of this subsection, he may, at any time prior to the expiration of the Contract time as extended, make a written request to the Engineer for an extension of time setting forth the reasons which he believes will justify the granting of his request. The Contractor's plea that insufficient time was specified is not a valid reason for extension of time. If the Engineer finds that the work was delayed because of conditions beyond the control and without the fault of the Contractor, he may recommend to the Owner that the contract time be extended as conditions justify. If the Owner extends the contract, the extended time for completion shall then be in full force and effect, the same as though it were the original time for completion.

The amount of all extensions of time for whatever reason granted shall be determined by the Owner. In general, only actual and not hypothetical days of delay will be considered. The Owner shall have authority to grant additional extensions of time as the Owner may deem justifiable.

C-07 QUALITY ASSURANCE/MATERIALS TESTING

The Owner shall be responsible for quality assurance testing as stated in theses specifications; however, the Contractor shall be responsible for payment of any subsequent tests made necessary by previous unsatisfactory tests. In this event, the Owner’s quality assurance representative shall conduct the additional testing and payment for such tests shall be directly deducted from the Contractor’s payment. The Contractor shall pay for additional testing at the Owner’s contract rate.

C-08 RECORD DOCUMENTS

The Contractor shall keep one record copy of all Specifications, Drawings, Addenda, Modifications, Shop Drawings and samples at the site, in good order, and annotated to show all changes made during the construction process. In addition, the Contractor shall note any differences between locations of underground existing facilities shown in the plans and the actual location located during construction. These record documents shall be available to the Engineer for examination and shall be delivered to the Engineer upon completion of the work.

C-09 CONTRACTOR/SUBCONTRACTOR/SUPPLIER LEGAL DISPUTES

Any fees, expenses, charges, fines or other costs borne by the Owner as a result of legal disputes or lawsuits between the contractor and his subcontractors, or between the contractor and his suppliers, shall be deducted from monies due or which may thereafter become due the contractor.

C-10 GENERAL GUARANTY

Neither the final certificate of payment nor any provision in the Contract nor partial or entire use of the improvements embraced in this contract by the Owner or the public shall constitute an acceptance of work not done in accordance with the Contract or relieve the Contractor of liability in respect to any express warranties or responsibility for faulty materials or workmanship. The Contractor shall promptly remedy any defects in the work and pay for any damage to other work resulting there, which shall appear within a period of 12 months from the date of final acceptance of the work. The Contractor will be responsible for all costs associated with construction observation and oversight for the repair work. The Owner will give notice of

defective materials and work with reasonable promptness. In the event repair work is required, the Contractor shall remedy any defects and pay for any damage to other work resulting there, which shall appear within a period of 12 months from the date of the acceptance of the repair work.

C-11 CONTRACTOR'S RELEASE AND AFFIDAVIT

At the project's completion, the Contractor shall execute the attached Release and Lien Waiver to release all claims against the Owner arising under and by virtue of his Contract. The date of the Release shall be that agreed to for the final acceptance of the project with the Owner.

C-12 SUBMITTALS

The Contractor shall prepare and submit information required by the individual Specification sections sufficiently in advance of the related work to allow an appropriate review time by the Engineer. The types of submittals are indicated in the individual Specification sections.

During the preconstruction conference, the Contractor shall review his submittal schedule and procedures, including notifying the Engineer whether electronic submittals or paper submittals will be provided for all submittal packages in the project. Mixing of package types will not be allowed. The Contractor shall provide one of the following submittal package types:

1. Submit electronic submittals via email as PDF electronic files directly to the Engineer's designated representative, or post these PDF electronic files directly to the Engineer's FTP site specifically established for this project. Electronic submittals shall be in Adobe Acrobat (*.PDF) format and shall be legible when printed.

2. Submit six (6) paper submittal copies via mail or other courier service to the Engineer's designated representative.

Submittals shall be neat, organized, and easy to interpret. Assemble complete submittal package into a single indexed electronic file or hard cover bound book, incorporating submittal requirements of an individual Specification section, the transmittal form with unique submittal numbering system, and electronic links or tabs enabling navigation to each item. Unless approved otherwise by the Engineer, all submittals for the individual Specification section shall be submitted at one time.

Submittals must come directly from the Prime Contractor; submittals from subcontractors or suppliers will not be reviewed.

Incomplete submittals are unacceptable, will be considered nonresponsive, and will be returned for resubmittal without review. Faxed submittals or submittals with extremely small or otherwise unreadable print will not be accepted. Submittals not required by the Contract Documents will be returned by the Engineer without action.

The Contractor shall retain complete copies of submittals on project site. Use only final submittals that are marked with approval notation from Engineer's submittal review stamp with comments form.

Resubmittals shall continue the unique, sequential, submittal numbering system. Resubmittals without unique numbering, example resubmittals transmitted as 005A or 005REV, are unacceptable and will be returned un-reviewed.

C-13 STORMWATER POLLUTION PREVENTION PLAN

Refer to Technical Specification P-156.
~~The Contractor shall note that storm water and precipitation runoff from construction activities is regulated by the XXX Department of Environmental Quality (XXX) and that construction sites where soils are~~

~~disturbed are required to be permitted in accordance with XXX Permit Number XXXXXXX. This regulation is mandated by Title 40 *Code of Federal Regulations* (CFR) 122.26. The contractor shall be responsible for the preparation (permit to be obtained in the Owner's name), fees, implementation, records, and all other requirements of the Stormwater Pollution Prevention Plan (SWPPP). The contractor shall be responsible to the Owner for the payment of any fines that may be imposed upon the Owner for failure to follow stormwater regulations and/or the SWPPP. The SWPPP shall be submitted to the Owner for review and signature prior to construction and/or prior to submission of the document to XXX (if required). The regulation may allow an exemption for some construction sites under a certain size. However, the exemption is not automatic and does not relieve the contractor from contacting XXX, CONTACT INFORMATION and making his own arrangements for such an exemption. The contractor shall have a valid permit in place or shall provide evidence of an exemption to the Owner before any construction begins. There will be no separate measurement or payment for any facilities, materials, or equipment needed by the contractor to comply with the permit.~~

C-14 TEST BORINGS/SUBSURFACE INFORMATION

A geotechnical investigation and soils report have been completed for the project area and are available upon request. This information can be obtained by contacting the Engineer.

Soil characteristics provided in any soil reports, or as shown on boring logs, are representative only at the location of the sample taken, and neither the Owner, Engineer nor Engineer's consultants will be responsible for variations in the soil characteristics at other locations. Any subsurface information or geotechnical reports made available to Contractor was obtained and intended for the Owner's design and estimating purposes only. Such reports and drawings are not Contract Documents.

The Contractor may not rely upon or make any claim against Owner, Engineer, or Engineer's Consultants with respect to (1) the completeness of such reports and drawings for Contractor's purposes, including, but not limited to, any aspects of the means, methods, techniques, sequences, and procedures of construction to be employed by the Contractor and safety precautions and programs incident thereto, (2) other data, interpretations, opinions, and information contained in such reports or shown or indicated in such drawings, or (3) any Contractor interpretation or other conclusion drawn from any data, interpretations, opinions, or information.

If in any case, the recommendations set forth in the Geotechnical Report conflict with the requirements set forth in these Contract Documents, the requirements in the Contract Documents shall take precedent.

C-15 WAGE RATES

The Davis Bacon minimum wage rates for this project are applicable and included in Section L of this contract.

END OF SPECIAL PROVISIONS

RELEASE OF LIEN

FROM: Contractor's Name _____

Address _____

TO: Owner's Name _____

Address _____

DATE OF CONTRACT: _____

Upon receipt of the final payment and in consideration of that amount, the undersigned does hereby release the Owner and its agents from any and all claims arising under or by virtue of this Contract or modification thereof occurring from the undersigned's performance in connection with the

_____

_____

project.

_____
Contractor's Signature

_____
Title

Subscribed and sworn to before me this _____ day of _____, 20___.

_____
Notary Public

My Commission Expires:

_____

CONTRACTOR'S AFFIDAVIT

FROM: Contractor's Name _____

Address _____

TO: Owner's Name _____

Address _____

_____

DATE OF CONTRACT: _____

I hereby certify that all claims for material, labor, and supplies entered into contingent and incident to the construction or used in the course of the performance of the work on _____

_____

have been fully satisfied.

_____
Contractor's Signature

_____
Title

Subscribed and sworn to before me this _____ day of _____, 20___.

_____
Notary Public

My Commission Expires:

_____

The Surety Company consents to the release of the retained percentage on this project with the understanding that should any unforeseen contingencies arise having a right of action on the bond that the Surety Company will not waive liability through the consent to the release of the retained percentage.

Dated _____
Surety Company

By _____
Resident Agent, State of Texas

SECTION K
ADDENDA

INSERT ADDENDA HERE

SECTION L
WAGE RATES

Article 5159a of the Revised Civil Statutes of Texas, passed by the 43rd Legislature Acts of 1933, Page 91, Chapter 45, provides that any government subdivision shall ascertain the general prevailing rate of per diem wages in the locality in which the work is to be performed for each craft or type of workman or mechanic and shall specify in the call for bids and in the Contract the prevailing rate of per diem wages which shall be paid for each craft type of workman. This Article further provides that the CONTRACTOR shall forfeit, as a penalty, to the City, County, or State, or other political subdivision, Ten Dollars ($10.00) per day for each laborer, or workman, or mechanic who is not paid the stipulated wage for the type of work performed by him as set up on the wage scale. The OWNER is authorized to withhold from the CONTRACTOR, after full investigation by the awarding body, the amount of this penalty in any payment that might be claimed by the CONTRACTOR or Subcontractor. The Act makes the CONTRACTOR responsible for the acts of the Subcontractor in this respect.

The Article likewise requires that the CONTRACTOR and Subcontractor keep an accurate record of the names and occupations of all persons employed by him and show the actual per diem wages paid to each worker, and these records are open to the inspection of the OWNER.

The Davis Bacon minimum wage rates for this project are as follows:

LABOR CLASSIFICATION AND MINIMUM WAGE SCALE
General Decision Number: TX150056 01/02/2015 TX56
Superseded General Decision Number: TX20140056
State: Texas

Construction Type: Highway

Counties: Austin, Brazoria, Chambers, Fort Bend, Galveston, Hardin, Harris, Jefferson, Liberty, Montgomery, Orange, San Jacinto and Waller Counties in Texas.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction;bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Modification Number	Publication Date
0	01/02/2015

* SUTX2011-013 08/10/2011

Description	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER (Paving and Structures)	$ 12.98	
ELECTRICIAN	$ 27.11	
FORM BUILDER/FORM SETTER		
Paving & Curb	$ 12.34	
Structures	$ 12.23	
LABORER		
Asphalt Raker	$ 12.36	
Flagger	$ 10.33	
Laborer, Common	$ 11.02	
Laborer, Utility	$ 11.73	
Pipelayer	$ 12.12	

Work Zone Barricade Servicer	$ 11.67
PAINTER (Structures)	$ 18.62
POWER EQUIPMENT OPERATOR:	
Asphalt Distributor	$ 14.06
Asphalt Paving Machine	$ 14.32
Broom or Sweeper	$ 12.68
Concrete Pavement Finishing Machine	$ 13.07
Concrete Paving, Curing, Float, Texturing Machine	$ 11.71
Concrete Saw	$ 13.99
Crane, Hydraulic 80 tons or less	$ 13.86
Crane, Lattice boom 80 tons or less	$ 14.97
Crane, Lattice boom over 80 Tons	$ 15.80
Crawler Tractor	$ 13.68
Excavator, 50,000 pounds or less	$ 12.71
Excavator, Over 50,000 pounds	$ 14.53
Foundation Drill, Crawler Mounted	$ 17.43
Foundation Drill, Truck Mounted	$ 15.89
Front End Loader 3 CY or Less	$ 13.32
Front End Loader, Over 3 CY	$ 13.17
Loader/Backhoe	$ 14.29
Mechanic	$ 16.96
Milling Machine	$ 13.53
Motor Grader, Fine Grade	$ 15.69
Motor Grader, Rough	$ 14.23
Off Road Hauler	$ 14.60
Pavement Marking Machine	$ 11.18
Piledriver	$ 14.95
Roller, Asphalt	$ 11.95
Roller, Other	$ 11.57
Scraper	$ 13.47
Spreader Box	$ 13.58
Servicer	$ 13.97
Steel Worker	
Reinforcing Steel	$ 15.15
Structural Steel Welder	$ 12.85
Structural Steel	$ 14.39
TRUCK DRIVER	
Low Boy Float	$ 16.03
Single Axle	$ 11.46
Single or Tandem Axle Dump	$ 11.48
Tandem Axle Tractor w/Semi Trailer	$ 12.27

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses

(29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example:
PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

For current Wage Determination Decisions, see the Department of Labor website (http://www.wdol.gov/dba.aspx#0).

SECTION M
CHANGE ORDER FORM

Change Order

No. _____

Date of Issuance: Effective Date:
Project: Owner: Owner's Contract No.:
Contract: Date of Contract:
Contractor: Engineer's Project No.:

The Contract Documents are modified as follows upon execution of this Change Order:

Description:

Attachments: (List documents supporting change):

CHANGE IN CONTRACT PRICE:
Original Contract Price:

CHANGE IN CONTRACT TIMES:
Original Contract Times:
□ Working days □ Calendar days

Substantial completion (days or date):
$ Ready for final payment (days or date):
[Increase] [Decrease] from previously approved Change

Orders No._____ to No._____:

[Increase] [Decrease] from previously approved Change Orders
No._____ to No._____:

Substantial completion (days):

$ Ready for final payment (days):
Contract Price prior to this Change Order: Contract Times prior to this Change Order:

Substantial completion (days or date):

$ Ready for final payment (days or date):
[Increase] [Decrease] of this Change Order: [Increase] [Decrease] of this Change Order:
Substantial completion (days or date):

$ Ready for final payment (days or date):
Contract Price incorporating this Change Order: Contract Times with all approved Change Orders:

Substantial completion (days or date):
$ Ready for final payment (days or date):

RECOMMENDED:	ACCEPTED:	ACCEPTED:
_____	_____	_____
By:	By:	By:
Engineer (Authorized Signature)	Owner (Authorized Signature)	Contractor (Authorized signature)
_____	_____	_____
Date:	Date:	Date:

_____ _____
Approved by Funding Agency (if applicable): Date:

SECTION N
TECHNICAL SPECIFICATIONS

ITEM SS-101 SAFETY PLAN COMPLIANCE DOCUMENT (SPCD)

DESCRIPTION

101-1.1 The contractor shall thoroughly review the approved Construction Safety and Phasing Plan (CSPP) and shall comply with approved CSPP. The contractor shall certify such compliance by completing the attached SPCD and submitting to the Engineer for approval.

Contractor Safety Plan Compliance Documents

Owner Name: Jack Brooks Regional Airport / Jefferson County

Airport: Jack Brooks Regional Airport

Project Description: Runway 12/30 Reconstruction and Taxiway Resurfacing

Contractor: _____

Each item listed below corresponds to a specific section of the approved CSPP. The contractor shall certify that he/she will comply with each section of the approved CSPP. Each certified section with a "no" response must be fully explained in an attachment to the SPCD. The document shall be signed and dated by a principle or owner in the Contractor's company. All other requested information shall be completed by the Contractor and submitted to the Engineer for approval as part of the SPCD.

1. **Section 1 - Correspondence:** This project shall be completed in accordance with Section 1 "Coordination" of the approved Construction Safety Plan Compliance Document.

Owner:	
Contact:	**Phone:**
Engineer:	
Project Manager:	**Phone:**
Project Engineer:	**Phone:**
Construction Observer:	**Phone:**
Materials Testing:	**Phone:**
Contractor:	
Project Manager:	**Phone:**
Superintendent:	**Phone:**
Subcontractors:	
LIST ALL SUBS	

Yes_____No *

2. **Section 2 - Phasing:** This project shall be completed in accordance with Section 2 "Phasing" of the approved Construction Safety Plan Compliance Document.

Yes_____No *

3. **Section 3 – Areas of Operations Affected by Construction Activity:** This project shall be completed in accordance with Section 3 "Areas of Operations Affected by Construction Activity" of the approved Construction Safety Plan Compliance Document.

Yes_____No *

4. **Section 4 – Protection of Navigational Aids (NAVAIDS):** This project shall be completed in accordance with Section 4 “Protection of Navigational Aids (NAVAIDS)” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

5. **Section 5 – Contractor Access:** This project shall be completed in accordance with Section 5 “Contractor Access” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

6. **Section 6 – Wildlife Management:** This project shall be completed in accordance with Section 6 “Wildlife Management” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

7. **Section 7 – Foreign Object Debris (FOD) Management:** This project shall be completed in accordance with Section 7 “Foreign Object Debris (FOD) Management” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

8. **Section 8 – Hazardous Materials (HAZMAT) Management:** This project shall be completed in accordance with Section 8 “Hazardous Materials (HAZMAT) Management” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

9. **Section 9 – Notification of Construction Activities:** This project shall be completed in accordance with Section 9 “Notification of Construction Activities” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

10. **Section 10 – Inspection Requirements:** This project shall be completed in accordance with Section 10 “Inspection Requirements” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

11. **Section 11 – Underground Utilities:** This project shall be completed in accordance with Section 11 “Underground Utilities” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

12. **Section 12 – Penalties:** This project shall be completed in accordance with Section 12 “Penalties” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

13. **Section 13 – Special Conditions:** This project shall be completed in accordance with Section 13 “Special Conditions” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

14. **Section 14 – Runway and Taxiway Visual Aids:** This project shall be completed in accordance with 14 “Runway and Taxiway Visual Aids” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

15. **Section 15 – Marking and Signs for Access Routes:** This project shall be completed in accordance with Section 15 “Marking and Signs for Access Routes” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

16. **Section 16 – Hazard Marking and Lighting:** This project shall be completed in accordance with Section 16 “Hazard Marking and Lighting” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

17. **Section 17 – Protection of Safety Areas, Object Free Areas, Object Free Zones, and Approach / Departure Surfaces:** This project shall be completed in accordance with Section 17 “Protection of Safety Areas, Object Free Areas, Object Free Zones, and Approach / Departure Surfaces” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

18. **Section 18 – Other Limitations on Construction:** This project shall be completed in accordance with Section 18 “Other Limitations on Construction” of the approved Construction Safety Plan Compliance Document.

Yes_____No *

I certify that, for the project identified herein, the responses to the foregoing items are correct as marked, and that I shall comply with the approved Construction Safety and Plan.

Signed: _____
Contractor's Authorized Representative

Date: _____

_____
Print Name and Title of Contractor's Representative

END OF ITEM SS-101

ITEM SS-110 STANDARD SPECIFICATIONS

GENERAL

110-1.1 The standard specifications adopted by the Texas Department of Transportation (November 1, 2014) are bound in a book titled “Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges”. These specifications are referred to herein as "Standard Specifications." The latest edition shall apply. A copy of these "Standard Specifications" may be purchased or downloaded by going to the Texas Department of Transportation’s web page, http://www.txdot.gov, contacting Support Services Division, or calling the Texas Department of Transportation’s Support Services Division. For additional information on specifications or information on Departmental Materials Specifications (DMS), Material Producer Lists (MPL), Test Procedures, Material Inspection Guide, and other materials information, go to http://www.txdot.gov.

INCORPORATION AND MODIFICATION

110-2.1 Certain parts of the Standard Specifications are appropriate for inclusion in these Technical Specifications. Such parts are incorporated herein by reference to the proper section or paragraph number. The individual specification numbers noted herein may be different from those in the latest edition of the "Standard Specifications." The most current specification number shall apply. Each such referenced part shall be considered to be a part of these Contract Documents as though copied herein in full.

110-2.2 Certain referenced parts of the Standard Specifications are modified in the Specifications that follow. In case of conflict between the Standard Specifications and the Specifications that follow, the Specifications that follow shall govern.

110-2.3 Individual material test numbers change from time to time. Use the latest applicable test.

110-2.4 Reference in the Standard Specifications to the “Department” is herein changed to the “Owner”.

END OF ITEM SS-110

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ITEM SS-120 SITE PREPARATION

DESCRIPTION

120-1.1 This item covers the preparation of the site for construction of the proposed improvements. The attention of the bidder is directed to the necessity for careful examination of the entire project site to determine, at the time of bid preparation, the full extent of work to be done under the item "Site Preparation." The entire job site shall be cleared of all man-made obstructions and debris, of whatever nature, and made ready in all respects for the construction of the proposed improvements.

The item "Site Preparation" shall include:

1. Furnishing Temporary Field Office
2. Lighted Barricades and Closed Taxiway and Runway Markings
3. Temporary Relocated Threshold
4. Contractor's Access/Haul Road
5. Contractor's Staging Areas
6. Lockout/Tagout Program
7. Airport Security Requirements
8. Airport Safety Requirements
9. Instrument Control
10. Clean Up

CONSTRUCTION METHODS

120-2.1 FURNISHING TEMPORARY FIELD OFFICE. The building for the temporary field office shall be for the exclusive use by the Engineer as a field office and shall conform to the requirements listed below. The dimensions and other requirements specified herein are minimums and the building may be built by the Contractor for the specific purposes noted herein. It is not intended, however, to prohibit the use of commercially built trailers or prefabricated buildings which may deviate in minor dimension or detail from the requirements listed herein but may in some features exceed the listed requirements and in all major respects be entirely suitable for the purpose intended. The Engineer will determine the suitability of any building furnished. It shall be the responsibility of the Contractor to coordinate and obtain also necessary permits and install all required temporary facilities to provide a complete and usable temporary field office.

Minimum requirements for offices:

a. The building may be portable or other suitable type with 7-ft minimum ceiling height; must be floored, weatherproof and reasonably dustproof; must have at least two glazed sliding windows provided with window latches; must have at least one door provided with a substantial lock and all keys placed in the possession of the Engineer. Doors and windows shall be screened. The building need not be new but the facility furnished under this item shall be neat, clean, sound and usable for the purpose intended.

b. The building shall be provided with electric lights and power outlets arranged as directed by the Engineer. The building shall be provided with equipment in good working order. In cold weather the building shall be provided with adequate vented space heating facilities and fuel for heating. In hot weather the building shall be equipped with adequate air conditioning units. Heating and cooling and telephone utility service will be furnished at no cost to the Owner or Engineer.

c. The building for the field office shall provide not less than 240 sq. ft. of floor space. At least two tables each suitable for desk and drafting table work shall be provided with approximate

dimensions of 30" x 48". These tables may be movable, attached to a wall, or built-in. Each table will be provided with at least two drawers (minimum dimensions: 8" deep x 12" wide by 24" long) or equivalent cabinet or shelf space for storing field books and records.

d. The building shall be provided with internet access with a minimum download speed of 24 megabytes per second. This service shall be provided for the length of the contract or construction project, whichever is greater.

Furnishing the field office will not be measured for separate payment, but will be considered subsidiary to "Site Preparation." The building shall remain the property of the Contractor and be returned to him at the close of the construction period.

120-2.2 LIGHTED BARRICADES AND CLOSED TAXIWAY AND RUNWAY MARKINGS. The Contractor shall furnish, install, maintain, and remove closed taxiway and runway markings and lighted barricades in accordance with details on the plans and as directed by the Engineer. The contractor shall provide an L-893 lighted visual aid to indicate temporary runway closure. The lighted runway closure visual aid shall meet the requirements of FAA Advisory Circular 150/5345-55A. The lighted runway closure marker shall be obtained by the contractor and the contractor shall retain ownership at the end of the project. The lighted barricades shall be constructed and installed as shown on the plans. All lighted barricades and closed taxiway and runway markings shall be constructed in accordance with AC 150/5370-2F Operational Safety on Airports During Construction.

All work involved in the furnishing, installation, maintenance, and removal of lighted barricades, barrels and closed runway markings will not be measured for separate payment, but will be considered subsidiary to the bid item "Site Preparation."

120-2.3 TEMPORARY RELOCATED THRESHOLD. Before commencing work within the air operations areas the Contractor is to **close Runway 12-30** as shown in the Plans. The Contractor shall furnish, install and maintain the temporary threshold in accordance with details on the Plans. The Contractor shall accomplish the relocation of the threshold within one 8-hour work shift. The Contractor shall remove the temporary threshold when work is complete within the safety area, and as directed by the sequence of construction in the Plans and by the Engineer.

Before relocating the threshold, the Contractor shall perform a Megger test from the regulator serving the runway in the presence of the Owner/Engineer. Data from the test shall be reported in writing to the Owner/Engineer. The Contractor shall determine the appropriate method of disabling the lights on the closed portion of the runway and shall verify the circuit prior to re-energizing. Strict adherence to OSHA Lockout/Tagout procedures is mandatory. The Contractor will be held responsible for any damage to the lighting system caused by his operations. Following restoration of the lighting system to its original/final configuration, the Megger test procedure shall be repeated by the Contractor in the presence of the Owner/Engineer, and the results of the test reported in writing to the Owner/Engineer.

All work involved in the furnishing, fabrication, installation, maintenance, and removal of the temporary relocated threshold will not be measured for separate payment, but will be considered subsidiary to the bid item "Site Preparation."

120-2.4 CONTRACTOR'S ACCESS/HAUL ROAD. The Contractor shall layout, construct, maintain, and repair all access/haul roads needed to construct the work. The contractor shall video the proposed haul routes from the edge of airport property to the construction work areas. The existing access roads shown on the plans shall be repaired, as determined necessary by the Engineer, at the close of the project. All such work, including all materials and labor, involved in the layout, construction, maintenance, and repair of the Contractor's access/haul roads will not be measured for separate payment but will be considered subsidiary to the bid item "Site Preparation." Temporary pipe culverts shall be installed and maintained as required and shall be of the size as directed by the Engineer. The type of pipe used for temporary pipe shall be at the

option of the Contractor. Temporary pipe culverts will not be measured for separate payment, but will be considered subsidiary to the access/haul road. All temporary pipe culverts shall be removed by the Contractor and shall remain his property at the close of the project.

120-2.5 CONTRACTOR'S STAGING AREAS. The areas designated in the plans or by the Engineer as the Contractor's staging area shall be cleared and graded by the Contractor as needed for use by the Contractor in constructing the work on this project. All areas used or otherwise occupied by the Contractor for his operations shall be cleaned, regraded, and seeded, as directed by the Engineer, prior to the final acceptance of the project by the Airport. All work involved in the preparation and restoration of areas used or occupied by the Contractor, including clearing, grubbing, regrading, seeding, and installing and removing fence, will not be measured for separate payment but will be considered subsidiary to the bid item "Site Preparation."

120-2.6 LOCKOUT / TAGOUT PROGRAM. The Contractor shall submit a complete copy of an electrical energy source Lockout/Tagout Program in accordance with Part 1910 – Occupational Safety and Health Standards (OSHA) Subpart S – Electrical, that meets the requirements of 29 CFR 1910.147, The Control of Hazardous Energy (Lockout/Tagout), including requirements listed in 1910.331 through 1910.335. Implementation of the Lockout/Tagout Program and the related safety requirements are the sole responsibility of the Contractor. All work involved in the preparation and implementation of the Lockout/Tagout Program will not be measured for separate payment, but will be considered subsidiary to the bid item "Site Preparation."

120-2.7 AIRPORT SECURITY REQUIREMENTS. The Contractor shall abide by the Airport Security requirements that are outlined in the Construction Safety and Phasing Plan (CSPP) of the plans. Any costs associated with the Airport Security requirements will not be measured for separate payment but will be considered subsidiary to the bid item "Site Preparation."

120-2.8 AIRPORT SAFETY REQUIREMENTS. The Contractor shall abide by the Airport Safety requirements that are outlined in the Construction Safety and Phasing Plan (CSPP) of the plans. All costs associated with the Airport Safety requirements will not be measured for separate payment but will be considered subsidiary to the bid item "Site Preparation."

120-2.9 INSTRUMENT CONTROL. The Contractor will be furnished survey baselines and benchmarks to control the work as shown on the Plans. The Contractor shall be responsible for the additional instrument control necessary to layout and construct the work. The Contractor shall provide the instrument control as provided for in Section 50 of the General Provisions. The Contractor's instrument control of the work shall not be measured for separate payment, but will be considered subsidiary to the bid item "Site Preparation".

120-2.10 CLEAN UP. From time to time, the Contractor shall clean up the site in order that the site presents a neat appearance and that the progress of work will not be impeded. One such clean up shall immediately precede final inspection.

Immediately following acceptance of the work by the Owner, the Contractor shall remove all temporary equipment, surplus materials, and debris resulting from his operations, and leave the site in a condition fully acceptable to the Owner.

MEASUREMENT AND PAYMENT

120-3.1 Site preparation will be measured as a lump sum complete item. Work completed and accepted under this item will be paid for at the contract lump sum price bid for "Site Preparation," which price shall be full compensation for furnishing all labor, tools, equipment and incidentals necessary to complete the work.

Periodic payments will be made under this item in proportion to the amount of work accomplished, as determined by the Engineer.

Payment will be made under:

Item SS-120-3.1 Site Preparation - per Lump Sum

A minimum of two (2) partial payments will be made for Site Preparation. Periodic payments will be made in proportion to the amount of work accepted for payment in monthly pay applications, as outlined in the table below.

Monthly Pay Application Total exceeds	***Partial Payment of Site Preparation***
1% of total Contract value	**50% of Site Preparation less retainage, up to 2.5% of total Contract value**
5% of total Contract value	**100% of Site Preparation, less retainage, up to 5% of total Contract value**

Any remaining partial payments for "Site Preparation" will be made less retainage when the work is completed to 95% of the Contract total value.

END OF ITEM SS-120

ITEM SS-220 PAVEMENT EDGE GRADING

DESCRIPTION

220-1.1 This item covers placement and compaction of all materials within the limits of the work required to construct edge grading along the edges of the pavement overlay, or other purposes in accordance with these specifications and in conformity to the dimensions and typical sections shown on the plans.

MATERIALS

220-2.1 TOPSOIL. Topsoil used shall meet the requirements of T-905. Additional topsoil required to complete the project shall be obtained as provided in T-905.

CONSTRUCTION METHODS

220-3.1 GENERAL. Along the edges of new pavement overlay, topsoil shall be placed to provide a 1.5 inch drop-off from the edge of the new pavement surface to ground level (including top of sod, if applicable) and provide grading from the pavement edge to the shoulder as shown in the plans.

If it is necessary to interrupt existing surface drainage, sewers or under-drainage, conduits, utilities, or similar underground structures the Contractor shall be responsible for and shall take all necessary precautions to preserve them or provide temporary services. When such facilities are encountered, the Contractor shall notify the Engineer, who shall arrange for their removal if necessary. The Contractor shall, at his/her own expense, satisfactorily repair or pay the cost of all damage to such facilities or structures which may result from any of the Contractor's operations during the period of the contract.

220-3.2 PREPARATION OF EMBANKMENT AREA. Before beginning any embankment, the areas where the embankment is to be made shall be stripped or disked to a minimum depth of four inches. Topsoil obtained from the stripping operations shall be salvaged and stockpiled for later use.

220-3.3 FORMATION OF EMBANKMENTS. The placed material shall be within +/-2 percent of optimum moisture content before rolling to obtain the prescribed compaction. In order to achieve uniform moisture content throughout the layer, wetting or drying of the material and manipulation shall be required when necessary. Should the material be too wet to permit proper compaction or rolling, all work on all of the affected portions of the embankment shall be delayed until the material has dried to the required moisture content. Sprinkling of dry material to obtain the proper moisture content shall be done with approved equipment that will sufficiently distribute the water. Sufficient equipment to furnish the required water shall be available at all times. The embankment shall be compacted by small roller or other means approved by the engineer. Rolling operations shall be continued until the embankment is compacted to not less than 90 percent of maximum density as determined by ASTM D 1557.

Frozen material shall not be placed in the embankment nor shall embankment be placed upon frozen material.

METHOD OF MEASUREMENT

220-4.1 The quantity of pavement edge grading to be paid for shall be the number of linear feet placed measured along each edge of pavement, but regardless of the transverse width or depth of the grading. There will be no separate measurement for payment of compacted embankment or grading of areas outside those identified in the Plans or without direction of the Engineer.

BASIS OF PAYMENT

220-5.1 For "Pavement Edge Grading" payment shall be made at the contract unit price per linear foot. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item. All costs incidental to placing, compacting, disking, watering, shaping, and other necessary operations for construction of edge grading embankment are to be included in the contract price for pavement edge grading.

Payment will be made under:

Item SS-220-5.1 Pavement Edge Grading – per Linear Foot

END OF ITEM SS-220

ITEM SS-275 SOIL-CEMENT BASE COURSE FINISHING

DESCRIPTION

275-1.1 This item shall consist of inducing minute cracks (micro-cracking) in the treated soil-cement course to minimize reflective cracking of cement treated material on prepared areas in accordance with this specification at the locations shown on the plans or as directed by the Engineer.

CONSTRUCTION METHODS

275-1.2 GENERAL. Micro-cracking operations to include 2 to 4 passes in each direction of a 10 to 12-ton double drum, smooth steel wheel, high amplitude, vibratory roller following 2 to 3 days of moist curing of properly compacted material.The section shall have 100% coverage exclusive of the outside 1 foot of soil-cement base. If paving operations will be delayed, application of a prime coat or additional moist curing with a water truck for the remainder of the 7-day moist cure process shall be accomplished following micro-cracking operations. If a prime coat is to be applied, the contractor shall apply one additional pass with a water truck following micro-cracking operations and prior to the prime coat application allowing additional moisture to permeate the fractured base.

275-1.3 REPAIRING. Payment for reworking unstable or non-uniform areas, removing and replacing materials, addition of stabilizing materials, and all compaction and incidentals necessary to correct all irregularities will not be paid for directly but will be considered subsidiary to the various bid items.

METHOD OF MEASUREMENT

275-4.1 Soil-Cement Base Course Finishing will be measured by the square yard of surface area prepared in accordance with the Plans and Specifications and accepted as approved by the Engineer.

BASIS OF PAYMENT

275-5.1 This item will be paid for on the basis of the contract unit price per square yard for soil-cement base course finishing, which price shall be full compensation for all labor, tools, equipment, compacting, finishing, replacing mixture, disposing of loosened materials, processing, hauling, water, and incidentals necessary to satisfactorily complete the items as specified.

Payment will be made under:

Item SS-275-5.1	Soil-Cement Base Course Finishing - per Square Yard

END OF ITEM SS-275

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ITEM SS-300 BASIC ELECTRICAL REQUIREMENTS

DESCRIPTION

300-1.1 This item shall consist of furnishing and installing complete electrical systems as defined in the plans and in these specifications. The work includes the installation, connection and testing of new electrical systems, equipment and all required appurtenances to construct and demonstrate proper operation of the completed electrical systems.

300-1.2 The Contractor shall maintain current copies of all referenced and applicable advisory circulars and standards on the job site. The Contractor is responsible to make known to the Engineer any conflict between plans and specifications that he observes or of which he is made aware.

300-1.3 This work shall consist of lockout/tagout and constant current regulator calibration procedures at the airport electrical vault in accordance with the design and details shown in the plans and in compliance with these specification documents.

EQUIPMENT AND MATERIALS

300-2.1 STANDARDS.

a. Applicable National Fire Protection Association (NFPA) codes, including but not limited to:
   (1) NFPA 70 - National Electrical Code.
   (2) NFPA 70E - Standard for Electrical Safety in the Workplace.
   (3) NFPA 101 - Life Safety Code.
   (4) Internet Website: http://www.nfpa.org
b. Applicable Code of Federal Regulations (CFR) codes, including but not limited to:
   (1) 29 CFR 1910 - Occupational Safety and Health Standards (OSHA)
   (2) 29 CFR 1926 - Safety and Health Regulations for Construction.
   (3) Internet Website: http://www.gpoaccess.gov/cfr/index.html
c. ANSI/IEEE C2 - National Electrical Safety Code.
d. NECA 1 – Standard for Good Workmanship in Electrical Construction.
e. Applicable Federal, State and Local Electrical Codes.
f. Applicable City Electrical Codes.
g. Applicable City Ordinances pertaining to electrical work.
h. Applicable Federal, State and Local Fire Codes.
i. Applicable Federal, State and Local Energy Codes.
j. Applicable Federal, State and Local Building Codes.
k. Applicable Federal, State and Local - Environmental, Health and Safety Laws and Regulations.

Contractor shall utilize the most current editions of standards, which are current at time of bid and as recognized by the Authority Having Jurisdiction for the respective standard.

300-2.2 GENERAL.

a. Airport lighting equipment and materials covered by Federal Aviation Administration (FAA) specifications shall be certified and listed under Advisory Circular (AC) 150/5345-53, Airport Lighting Equipment Certification Program, current version on the date that the submittals are received by the Engineer.

b. Airport lighting equipment and materials shall also meet the Buy American Preference requirements in 49 USC 50101 and the Aviation Safety and Capacity Expansion Act. The equipment shall be approved and listed on the FAA “Equipment Meeting Buy American Requirements” list located at *www.faa.gov/airports/aip/procurement/federal_contract_provisions/*, current version on the date that the submittals are received by the Engineer, or the Contractor may submit a signed formal letter from the

manufacturer that clearly lists the specific equipment, model number, location where it is manufactured, and statement certifying that the equipment and/or materials meet the Buy American Preference requirements.

c. All other equipment and materials covered by other referenced specifications shall be subject to acceptance through manufacturer's certification of compliance with the applicable specification when requested by the Engineer. All equipment and materials shall be new and meet applicable manufacturer's standards. All other electrical components and products, not covered under the FAA equipment certification program, shall be tested and listed by an OSHA accepted, nationally recognized testing laboratory (NRTL) to conform to the standards indicated in these contract documents and to the industry standards required in the NEC, NEMA, IEEE, and applicable FAA advisory circulars.

d. Manufacturer's certifications shall not relieve the Contractor of the Contractor's responsibility to provide materials in accordance with these specifications and acceptable to the Engineer. Materials supplied and/or installed that do not materially comply with these specifications shall be removed, when directed by the Engineer and replaced with materials, which do comply with these specifications, at the sole cost of the Contractor.

e. All materials and equipment used to construct this item shall be submitted to the Engineer for approval prior to ordering the equipment. Submittals consisting of marked catalog sheets or shop drawings shall be provided. Submittal data shall be presented in a clear, precise and thorough manner. Original catalog sheets are preferred. Photocopies are acceptable provided they are as good a quality as the original. Clearly and boldly mark each copy to identify pertinent products or models applicable to this project. Indicate all optional equipment and delete non-pertinent data. Submittals for components or electrical equipment and systems shall identify the equipment for which they apply on each submittal sheet. Markings shall be boldly and clearly made with arrows or circles (highlighting is not acceptable). Contractor is solely responsible for delays in project accruing directly or indirectly from late submissions or resubmissions of submittals.

f. The data submitted shall be sufficient, in the opinion of the Engineer, to determine compliance with the Contract Documents plans and specifications. The Contractor's submittals shall be neatly bound in a properly sized 3-ring binder, tabbed by specification section. The Engineer reserves the right to reject any and all equipment, materials or procedures, which, in the Engineer's opinion, does not meet the system design and the standards and codes, specified herein.

g. All equipment and materials furnished and installed under this section shall be guaranteed against defects in materials and workmanship for a period of at least twelve (12) months from final acceptance by the Owner. The defective materials and/or equipment shall be repaired or replaced, at the Owner's discretion, with no additional cost to the Owner.

(1) All LED light fixtures, with the exception of obstruction lighting, shall be warranted by the manufacturer for a minimum of 4 years after date of installation, final acceptance testing by the Engineer, and Owner's beneficial use of the equipment, inclusive of all electronics.

h. Refer to Special Provisions item C-12 Submittals for electronic or paper submittal requirements for Engineer's review.

i. After approval of submitted equipment, the Contractor shall supply the following Operation and Maintenance Manual documentation to the Owner. Two (2) complete sets of documentation shall be supplied for each model of equipment. The documentation shall be securely bound in heavy-duty 3-ring binders. The information for each piece of equipment shall be indexed using typewritten label tabs. The spine of each binder shall have a typewritten label, which indicates the included equipment types. The documentation shall include:

(1) Approved Submittal and Shop Drawings

(2) Cable Splicer Qualifications, Type and Voltage
(3) State Contractors License with Electrical Classification
(4) Master, Journeyman and Apprentice Electrician Licenses and Certifications
(5) Lockout/Tagout Program
(6) Regulator Load and Calibration Reports for testing, checking and adjusting all regulators in the electrical vault
(7) Megger Test Reports
(8) Ground Rod Test Reports
(9) Installation Manuals
(10) Operation Manuals
(11) Maintenance Manuals
(12) Parts Lists, including recommended spare parts. Recommended spare parts shall be furnished with the respective equipment.

j. After approval of the O&M Manuals, the Contractor shall provide three (3) complete electronic copies of all documentation in Adobe PDF file format on CD-R (non-rewriteable) discs storage media. The electronic files shall contain searchable text and include a hyperlink index for ease in locating information with the PDF file.

k. All requirements herein Item SS-300 shall be applicable to all referenced sections in these contract documents and applicable to all sections which reference Item SS-300.

l. The Contractor is the single source of responsibility for the installation and integration of the airport's lighting, power, and control systems. New airport lighting equipment and materials shall be fully compatible with all other new and existing airport lighting equipment and systems. Any non-compatible components furnished by the Contractor shall be replaced at no additional cost to the Owner with a similar unit that is approved by the Engineer and compatible with the remainder of the airport lighting system.

300-2.3 OPERATION AND MAINTENANCE DATA.

a. Installation manual: Description of function, installation and calibration manuals, normal operating characteristics and limitations, performance curves, engineering data and tests, and complete nomenclature and commercial numbers of all replaceable parts.

b. Operations manual: Manufacturer's printed operating instructions and procedures to include start-up, break-in, routine and normal operating instructions; regulation, control, stopping, shutdown, and emergency instructions; summer and winter operating instructions; and all programming and equipment settings.

c. Maintenance manual: Maintenance procedures for routine preventative maintenance and troubleshooting; disassembly, repair, and reassembly; aligning and adjusting instructions.

d. Service manual: Servicing instructions and lubrication charts and schedules, including the names and telephone numbers of personnel to contact for both routine periodic and warranty service for equipment and materials provided under this Specification.

e. Final approved equipment shop drawings, clearly labeled.

f. Final test reports, clearly labeled.

g. Final certified calibration sheets for all equipment and instruments.

300-2.4 WIRE. Wire in conduit rated up to 5,000 volts shall conform to AC 150/5345-7, Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits for Rubber Insulated Neoprene Covered Wire, or Fed. Spec. J-C-30, Type RHW, for rubber insulated fibrous covered wire. For ratings up to 600 volts,

thermoplastic wire conforming to Fed. Spec. J-C-30, Types TW, THW, and THWN shall be used. The wires shall be of the type, size, number of conductors, and voltage shown in the plans or in the proposal.

Unless otherwise indicated, conductors No. 10 AWG and smaller shall be solid, and conductors No. 8 AWG and larger shall be stranded.

Service, underground feeder, and underground branch circuit wiring shall be minimum Type THHN/THWN-2 unless otherwise noted.

Indoor feeder and indoor branch circuit wiring shall be minimum Type THHN/THWN-2 unless otherwise noted.

Use pulling means, including fish tape, cable, rope, and basket-weave wire/cable grips that will not damage cables or raceway. Pull ropes and pull wires shall have sufficient tensile strength for the cable(s) to be pulled and installed. Damaged cable or raceway shall be replaced at no additional cost to the Owner.

Install pull wires in empty raceways. Use a polypropylene plastic line with not less than 200 pound tensile strength. Secure and leave at least 12 inches of slack at each end of pull wire to prevent it from slipping back into the conduit. Cap spare raceways with removable tapered plugs, designed for this purpose.

300-2.5 CONDUIT. Rigid steel conduit and fittings shall conform to the requirements of Underwriters Laboratories Standard 6, 514, and 1242.

300-2.6 PLASTIC CONDUIT (for use below grade only). Plastic conduit and fittings-shall conform to the requirements of Fed Spec. W-C-1094 and Underwriters Laboratories Standards UL-651 and shall be one of the following, as shown in the plans:

a. Type I - Schedule 40 PVC suitable for underground use either direct-buried or encased in concrete.

b. Type II - Schedule 40 PVC suitable for either above ground or underground use.

c. Type III - Schedule 80 PVC suitable for either above ground or underground use either direct-buried or encased in conduit.

Plastic conduit adhesive shall be a solvent cement manufactured specifically for the purpose of gluing the specific type of plastic conduit and fitting.

300-2.7 TAPE. Rubber and plastic electrical tapes shall be Scotch Electrical Tape Numbers 23 and 88, respectively, as manufactured by the Minnesota Mining and Manufacturing Company, or an approved equal.

The electrical installation shall conform to the requirements of the latest edition of National Fire Protection Association, NFPA-70, National Electrical Code.

Copies of the National Electrical Code may be obtained from the National Fire Protection Associations, Inc., One Batterymarch Park, Quincy, Massachusetts 02269.

300-2.8 CONCRETE. Concrete shall conform to Item P-610, Structural Portland Cement Concrete, with a minimum 28-day compressive strength of 3500 PSI (unless otherwise noted) using 1-inch (25-mm) maximum size coarse aggregate, as determined by test cylinders made in accordance with ASTM C 31 and tested in accordance with ASTM C 39. Concrete located within one foot of the proposed ground surface shall contain 4 to 6 percent air content.

Mixing Conditions: Concrete shall not be mixed while the air temperature is below 40°F (4°C) without permission of the Engineer. If permission is granted for mixing under such conditions, aggregates or water, or both, shall be heated and the concrete shall be placed at a temperature not less than 50°F

(10°C) nor more than 100°F (38°C). The Contractor shall be held responsible for any defective work, resulting from freezing or injury in any manner during placing and curing, and shall replace such work at his/her expense.

Placing Concrete: All concrete shall be placed during daylight, unless otherwise approved by the Engineer.

Cold Weather Protection: When concrete is placed at temperatures below 40°F (4°C), the Contractor shall provide satisfactory methods and means to protect the mix from injury by freezing. The aggregates, or water, or both, shall be heated in order to place the concrete at temperatures between 50°F and 100°F (10°C and 38°C). After the concrete has been placed, the Contractor shall provide sufficient protection such as cover, canvas, framework, heating apparatus, etc., to enclose and protect the structure and maintain the temperature of the mix at not less than 50°F (10°C) until at least 60% of the designed strength has been attained.

Reinforcing: All reinforcing bars shall conform to ASTM A 615, Grade 60.

CONSTRUCTION METHODS

300-3.1 LOCKOUT/TAGOUT PROGRAM. The Contractor shall provide a complete copy of an electrical energy source Lockout/Tagout Program to the Owner, with copy to the Engineer. The document shall clearly identify the on-site master electricians and their contact information, including office and mobile telephone numbers.

The Lockout/Tagout Program shall comply with Part 1910 – Occupational Safety and Health Standards (OSHA) Subpart S – Electrical, and meet the requirements of 29 CFR 1910.147, The Control of Hazardous Energy (Lockout/Tagout), including requirements listed in 1910.331 through 1910.335.

Implementation of the Lockout/Tagout Program and all other related safety requirements are the sole responsibility of the Contractor.

300-3.2 SAFETY PROGRAM. The Contractor shall implement an electrical safety program that complies with NFPA 70E and 29 CFR 1926.

Implementation of the Electrical Safety Program, determining and providing proper Personal Protective Equipment (PPE), training and enforcing personnel to wear the prescribed PPE, conducting work area safety inspections (including correcting deficiencies), and all other related safety requirements are the sole responsibility of the Contractor.

All work involved in the preparation and implementation of the safety program will not be measured for separate payment, but will be considered subsidiary to the lockout/tagout bid item.

300-3.3 GENERAL. In general, the various electrical equipment and material to be installed by the various trades under this specification shall be run as indicated, as specified herein, as required by particular conditions at the site, and as required to conform to the generally accepted standards so as to complete the work in a neat and satisfactory manner. The following is a general outline concerning the running of various systems and is to be excepted where the drawings or conditions at the buildings necessitate deviating from these standards.

The Contractor shall perform megger testing on each existing regulator circuit prior to any work on the electrical system. This information shall be recorded and documented by the Contractor and submitted to the Engineer. The Contractor shall perform megger tests on each regulator circuit after the acceptance test period. This acceptance test information shall be recorded and documented by the Contractor and submitted to the Engineer. Megger test shall be performed in accordance with the requirements of Item L-108.

The drawings and specifications are complementary; any work required by one, but not by the other, shall be performed as though required by both.

All conduits shall be run exposed in the equipment rooms, or run concealed as indicated.

The construction details of the site are illustrated on the drawings. Each Contractor shall thoroughly acquaint himself with the details before submitting his bid as no allowances will be made because of the Contractor's unfamiliarity with these details.

The electrical plans do not give exact locations, etc., and do not show all the offsets, control lines, junction boxes, and other installation details. Each Contractor shall carefully lay out his work at the site to conform to the job conditions, to conform to details of installation supplied by the manufacturers of the equipment to be installed, and thereby to provide complete operating systems.

The electrical plans show diagrammatically the locations of the various electrical outlets and apparatus and the method of circulating and controlling them. Exact locations of these outlets and apparatus shall be determined by reference to the general plans and to all detail drawings, etc., by measurements at the buildings, and in cooperation with other crafts, and in all cases shall be subject to the approval of the Engineer. The Engineer reserves the right to make any reasonable change in location of any outlet or apparatus before installation, without additional cost to the Owner.

These Specifications and the accompanying Drawings are intended to cover systems which will not interfere with the structure of the buildings, which will fit into the several available spaces, and which will insure complete and satisfactory systems. Each bidder shall be responsible for the proper fitting of his material and apparatus into the buildings.

Should the particular equipment which any bidder proposes to install require other space conditions than those indicated on the Drawings, he shall arrange for such space with the Engineer before submitting his bid. Should changes become necessary on account of failure to comply with this clause, the Contractor shall make such changes at the Contractor's expense.

Should the particular equipment which any bidder proposes to install require other installation methods, such as larger light base junction structures, etc., he shall include all such equipment and appurtenances in his bid. Should changes become necessary on account of failure to coordinate equipment requirements and comply with this clause, the Contractor shall make such changes at the Contractor’s expense.

The Contractor shall be responsible to see that each party furnishes electrical equipment which meets the electrical requirements specified herein and that all systems work together to produce the specified operation.

Where two or more units of the same kind or class of equipment are required, these shall be products of a single manufacturer; however, the component parts need not be the products of one manufacturer.

Each Contractor shall submit working scale drawings of all his apparatus and equipment which in any way varies from these Specifications and Plans, which shall be checked by the Engineer and approved before the work is started, and interferences with the structural conditions shall be corrected by the Contractor before the work proceeds.

Electrical equipment, such as switchgear, switchboards, panelboards, load centers and other power supply equipment, shall not be used as a common enclosure, pull box or junction box for routing conductors of different systems, unless the equipment is specifically designed for this purpose and indicated as such on the Plans.

All electrical equipment shall be securely mounted as indicated in the plans, as required by the contract specifications, as required by guidelines and codes, and as required by the manufacturer using hardware compliant with the environmental conditions.

Interior components of electrical enclosures shall be securely mounted using appropriate hardware within the enclosure. Adhesives or adhesive tapes/strips are not allowed and are prohibited.

Electrical components, including but not limited to, relays, circuit boards, electronics, etc, shall be installed within approved enclosures.

The Contractor shall keep ends of conduits, including those extending through roofs, equipment and fixtures covered or closed with caps or plugs to prevent foreign material from entering during construction.

Where portions of raceways are known to be subjected to different temperatures, where condensation is a problem, and where passing from interior to exterior of a building, the portion of raceway or sleeve shall be filled with an approved material to prevent the circulation of air, prevent condensation, and prevent moisture entry. Sealing of raceways shall not occur until after the conductors and cables have been installed, tested and accepted by the Engineer.

The Contractor shall install any temporary lines and connections required to maintain electric services and safely remove and dispose of them when complete.

All temporary wiring shall conform to OSHA standards. Remove temporary services when work is complete. Any damage to electrical equipment caused by the Contractor shall be repaired at no cost to the Owner.

All non-current carrying parts and neutrals shall be grounded as indicated on the Drawings or as required by the Codes.

White and/or gray outer finish conductors may only be used as grounded conductors or neutral conductors in accordance with NEC.

Install insulated green equipment grounding conductors with all feeder and branch circuits.

Provide separate insulated equipment grounding conductors from grounding system to each electrical equipment, telecommunication equipment, other special electrical system equipment, and appurtenance item location in accordance with NFPA 70 and other applicable standard requirements.

The bidder shall inspect the site, thoroughly acquaint himself with conditions to be met and work to be accomplished. Failure to comply with this shall not constitute grounds for any additional payments.

Where electrical equipment is installed that causes electrical noise interference with other systems either existing or installed under this contract, the offending equipment shall be equipped with isolating transformers, filters, reactors, shielding, or any other means as required for the satisfactory suppression of the interferences, as determined by the Engineer.

All junction boxes, expansion joints, flexible connections, instruments and similar items requiring servicing or repairs shall be installed in an accessible location.

All salvage and equipment removed by the work shall remain the property of the Owner. Material removed from the project shall be stored on the project site where and as directed. Debris shall be removed from the job site and disposed of by the Contractor.

The Contractor shall maintain his work area clean and orderly at all times. Debris shall be removed promptly. The electrical system shall be thoroughly cleaned inside and outside of all enclosures to remove all metal shavings or other work debris, dust, concrete splatter, plaster, paint and lint.

The Contractor shall do all excavating and backfilling made necessary by electrical work and shall remove all surplus or supply any earth required to establish the proper finished grade.

The Contractor shall do all cutting and patching made necessary by electrical work, but in no case shall he cut through or into any structural member without written permission of the Engineer.

All steel conduits, supports, channels, fittings, nuts, bolts, etc. shall be galvanized, corrosion-resistant type unless otherwise noted.

An approved anti-seize compound shall be used on all threads to prevent equipment and thread damage.

300-3.4 DUCT AND CONDUIT. Conduits shall be galvanized rigid steel unless otherwise indicated or specified. Refer to one-line diagram conduit notes for specific requirements.

For underground service entrance, feeder and branch circuit raceways, offsets and bends over 30 degrees and elbows in Schedule 40 PVC conduit runs shall be Schedule 80 PVC conduit. Underground service entrance PVC conduits shall be concrete encased unless otherwise noted. Underground PVC conduits shall be concrete encased under driveways, roadways, parking lots and other paved areas.

PVC shall convert to coated galvanized rigid steel conduit prior to its emergence; no PVC shall emerge from the ground or concrete slab or encasement. Use manufactured long sweep coated galvanized rigid steel conduit elbows for stub-up risers. Coated galvanized rigid steel conduit shall transition to non-coated galvanized rigid steel conduit no sooner than 3” above finished grade.

Trenches shall be backfilled and compacted in 6” layers to 90% maximum density for cohesive soils and to 100% maximum density for non-cohesive soils, as determined by ASTM D1557. The in-place field density shall be determined in accordance with ASTM D1556, D2167, or D6938.

Backfilling from two directions will not be allowed. No backfilling will be accomplished without the approval of the Engineer. The Construction Observer will coordinate with the Contractor for advance scheduling of trench inspection.

Install grounding-and-bonding type bushings and bonding jumpers on all service entrance conduits and on all feeder and branch circuit conduits.

Use conduit bushings at each conduit termination. Where No. 4 AWG or larger ungrounded wire is installed, use insulated bushings.

When EMT is allowed, utilize only steel compression fittings. Die-cast and set-screw fittings shall not be used.

Use double lock nuts at each conduit termination. Use weather tight hubs in damp and wet locations. Sealing lock nuts shall not be used.

Grounding continuity to rigid metal conduit shall be accomplished by grounding bushings/adapters with lugs for connection to grounding counterpoise and/or grounding electrode conductor as defined by NEC.

All exposed wiring shall be run in not less than 1/2 inch (12 mm) galvanized rigid steel conduit. All conduits shall be installed to provide for drainage. Conduit shall be attached to wooden structures with galvanized pipe straps and fastened with galvanized wood screws not less than No. 8 nor less than 1-1/4 inches (31 mm) long. There shall be at least two fastenings for each 10-foot (3 m) length.

300-3.5 WIRING. The Contractor shall furnish all labor and materials and shall make complete electrical connections in accordance with the wiring diagram furnished with the project plans. The electrical installation shall conform to the requirements of the latest edition of National Fire Protection Association, NFPA-70, National Electrical Code.

300-3.6 REMOVAL AND RELOCATION OF EXISTING EQUIPMENT. The Contractor shall carefully remove all salvageable equipment as indicated on the Plans. Any equipment which is damaged during the

removal operation shall be subject to a reduction in payment for removal of the equipment. All equipment which is removed during this project shall be transported to a site on the Airfield or removed from the Airfield and properly disposed of as directed by the Owner and the Engineer.

The Contractor shall carefully relocate existing equipment as indicated in the Plans. Any equipment that is damaged during the relocation operation shall be replaced at no additional cost to the Owner.

Any existing electrical equipment, conduit, cables, etc. that is damaged during construction shall be replaced at no additional cost to the Owner to the satisfaction of the Owner and the Engineer.

300-3.7 TESTING.

General Electrical Testing: Perform each visual and mechanical inspection and electrical test stated in NETA Acceptance Testing Specification and certify compliance with test parameters. Tests shall be conducted in the presence of the Engineer and shall be to his/her satisfaction. Correct malfunctioning units on-site, where possible, and retest to demonstrate compliance; otherwise, replace with new units and retest. Electrical equipment will be considered defective if it does not pass tests and inspections. Reports shall include notations of deficiencies, remedial action taken and observations after remedial action.

System and Equipment Testing: All installations shall be fully tested by continuous operation for not less than 24 hours as completed systems prior to acceptance. These tests shall include the functioning of each control not less than 10 times.

Airport lighting equipment and special systems shall be tested in accordance with applicable FAA Advisory Circular requirements and the manufacturer's installation instructions. These tests shall also include those system requirements listed within AC 150/5340-26 Maintenance of Airport Visual Aid Facilities.

Test equipment and instruments utilized by the Contractor shall have been calibrated following the manufacturer's recommended schedule to verify their accuracy prior to performing the testing work. The Contractor shall provide instrument calibration certificates on test equipment when requested by the Engineer. Retesting work due to inaccurate or defective instruments shall be performed by the Contractor to the satisfaction of the Engineer at no additional cost to the Owner.

a. Regulator Calibration:

   The Contractor shall calibrate new and existing regulators utilizing the enclosed "Constant Current Regulator Calibration Report". Refer to the material section on constant current regulators for additional requirements.

b. Megger Testing:

   The Contractor shall perform megger testing on each existing regulator circuit prior to any work on the electrical system. This information shall be recorded and documented by the Contractor and submitted to the Engineer. The Contractor shall perform megger tests on each regulator circuit after the acceptance test period. This acceptance test information shall be recorded and documented by the Contractor and submitted to the Engineer. Megger test shall be performed in accordance with the requirements of Item L-108.

   The Contractor shall submit his initial megger test reports on the enclosed "Insulation-Resistance Test Report" form prior to any work on the electrical system. This report shall be submitted to the Engineer and approved by the Owner prior to Contractor proceeding with his work.

After final acceptance testing has been completed, the Contractor shall complete and submit his final megger test reports to the Engineer and insert copies of the initial and final megger test reports in the Operation and Maintenance Manuals.

Megger testing shall be performed using an insulation tester, such as a Fluke 1587 Insulation Multimeter, or approved equal.

Refer to the minimum guaranteed insulation resistance requirements through the end of the contract warranty period as listed in Item L-108.

For existing circuit insulation resistance requirements, refer to “Existing Circuits” section of Item L-108.

The installations shall be tested in operation as a completed unit prior to acceptance. Tests shall include taking megger and voltage readings in accordance with manufacturer’s requirements. Testing equipment shall be furnished by the Contractor. The insulation resistance to ground for 600V rated cables shall be not less than 100 megohms when measured per NETA standards.

c. Ground Rod Impedance Testing:

The enclosed “Ground Rod Impedance Test Report” form shall be used and testing shall be performed in the presence of the Engineer.

As-Built drawings shall indicate the location of all installed ground rods. Each ground rod shall have a unique identifier that corresponds with its submitted ground impedance test report.

Three-pole fall-of-potential testers that can measure the ground resistance of a ground rod using auxiliary electrodes (staked testing), such as a Fluke 1621 Earth Ground Tester, shall be used for testing individual dedicated equipment ground rods at fixtures and equipment, or for testing isolated counterpoise ground rods not yet connected to the counterpoise wire.

Clamp-on testers that can measure the ground resistance of a ground rod without using auxiliary ground rods (stakeless testing), such as a Fluke 1630 Earth Ground Clamp Meter or approved equal, shall be used for testing counterpoise ground rods which have already been connected to the counterpoise wire, or ground ring ground rods which have already been connected to the established ground ring system.

Insulation resistance testers for 5kV series circuits shall utilize the 1000V DC source output for testing. The test equipment shall be submitted for review and approval by the Engineer prior to performing the tests.

Ground impedance test equipment shall be submitted for review and approval by the Engineer prior to performing the tests.

If the ground rod’s impedance exceeds 25 ohms, an additional rod shall be driven in a location suitable and approved by the Engineer. However, the additional rod must satisfy the requirements of NEC 250.53 and not be less than 6 feet away from any other ground rod electrode. Additional ground rods shall not be measured for separate payment but shall be considered subsidiary to the counterpoise or respective equipment pay item.

The Contractor shall perform additional tests if required and requested by the Engineer at no additional cost.

The Contractor shall coordinate with the resident Engineer to approve tests daily before proceeding. The Contractor shall fill out a separate test report for each date. Test reports shall be submitted weekly to the Engineer.

d. Cable Pulling Tension Values Log:

The enclosed "Cable Pulling Tension Values Log" form shall be used for monitoring cable pull tension values in the presence of the Engineer. Refer to Item L-108 for additional requirements.

300-3.8 INSPECTION FEES AND PERMITS. Obtain and pay for all necessary permits and inspection fees required for electrical installation.

300-3.9 WORK SUPERVISION. The electrical contractor (whether the general contractor or a subcontractor) shall be a licensed contractor in the state of Texas having an electrical classification suitable for performing the work required in these contract documents.

The Contractor shall designate in writing the qualified electrical supervisor who shall provide supervision to all electrical work on this project. The minimum qualifications for the electrical supervisor shall be a master electrician as defined by Texas Electrical Safety and Licensing Advisory Board. The supervisor or his appointed alternate possessing at least a journeyman electrician license shall be on site whenever electrical work is being performed. The qualifications of the electrical supervisor shall be subject to approval of the Owner and the Engineer.

All master and journeyman electricians shall be licensed in accordance with Texas Board Requirements. The website located at http://www.license.state.tx.us publishes the text of this statutory requirement. No unlicensed electrical workers shall perform electrical work on this project. Apprentice electricians in a ratio of not more than one apprentice per journeyman electrician will be allowed if the apprentices are licensed and actively participating in an apprenticeship program recognized and approved by the Texas Electrical Safety and Licensing Advisory Board.

Refer to specification section L-108-2.5 "Splicer Qualifications" for additional requirements.

300-3.10 TRAINING. The training classes shall be coordinated with the Owner and Engineer in advance of the final acceptance testing. Comprehensive operational and maintenance training materials shall be provided by the equipment manufacturer and the Contractor (see section 2.3 OPERATION AND MAINTENANCE DATA).

a. Operations and Maintenance
   (1) Provide a minimum of one (1) four hour class.
   (2) Class size shall be a maximum of 5 people.
   (3) The location of the class shall be coordinated with Jack Brooks Regional maintenance personnel.
   (4) Equipment
      i. L-862 high intensity runway edge lights.
      ii. L-858 airfield guidance signs.
      iii. Series circuit surge arrestors.
   (5) Provide all airfield lighting equipment O&M manuals.
   (6) Review all troubleshooting specifics for each unique item of equipment.

b. Preventive Maintenance Program Recommendations
   (1) Provide complete equipment list.
   (2) List and discuss all potential failure scenarios.
   (3) Provide technical assistance points of contact and phone numbers to the Airport operations and maintenance staff.

Schedule the training with the Owner at least 10 days in advance and notify the Engineer.

Provide hands-on demonstrations and training of equipment components and functions, including adjusting, operating and maintaining the lighting equipment and systems. Coordinate the training schedule with the Owner in advance, so that the Owner may record the training if desired. Provide 4-hours training for the operational and maintenance personnel.

METHOD OF MEASUREMENT

300-4.1 The quantity of lockout/tagout and constant current regulator calibration procedures to be paid for shall consist of all lockout/tagout procedure work and all constant current regulator calibration work completed in place, accepted and ready for operation. This item does not include measurement for constant current regulator equipment.

BASIS OF PAYMENT

300-5.1 Payment will be made at the contract lump sum price for each completed and accepted lockout/tagout and constant current regulator calibration procedures. This price shall be full compensation for furnishing all materials and for all preparation, testing, labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item SS-300-5.1	Lockout/Tagout and Constant Current Regulator Calibration Procedures – per Lump Sum

MATERIAL REQUIREMENTS

CFR 1910	Occupational Safety and Health Regulations
CFR 1926	Safety and Health Regulations for Construction
ANSI/IEEE C2	National Electrical Safety Code
NFPA-70	National Electrical Code (NEC)
NFPA-70E	Standard for Electrical Safety in the Workplace
NFPA-101	Life Safety Code
29 CFR 1910	Occupational Safety and Health Standards (OSHA)
29 CFR 1926	Safety and Health Regulations for Construction

END OF ITEM SS-300

CONSTANT CURRENT REGULATOR CALIBRATION REPORT

Standard Requirements: FAA AC 150/5340-26 (latest edition) Maintenance of Airport Visual Aid Facilities

Owner / Sponsor: _____ Engineer: Garver, LLC_____

Airport:_____ Contractor: _____

Project Title: _____ Garver Project Number:_____

Vault ID / Location: _____ Date: _____

Weather / Site Conditions: _____ Last Two Weeks of Rain: _____inches

Constant Current Regulator #: _____ Serves: _____

	Completed	Comments
1. Check all control equipment for proper operation.	☐	_____
2. Perform short-circuit test. Record results and recalibrate if necessary.	☐	_____
3. Perform open-circuit test on regulators with open circuit protection. Open circuit protective device should de-energize the regulator. Record results.	☐	_____
4. Check and record regulator input voltage and current.	☐	_____
Input Voltage: _____ Input Current: _____		
5. Check and record regulator output load. (ONLY if regulator has monitoring package)	☐	_____
Volt-Amperes: _____		
6. Check and record output current on each brightness step. If output current is outside of the allowable range, adjust the regulator's on-board potentiometer to re-calibrate the output current within the allowable range. Re-record the new output current on this form.	☐	_____

3-Step CCR			5-Step CCR				
B10: _____	B30: _____	B100: _____	1: _____	2: _____	3: _____	4: _____	5: _____
Nominal: 4.8A	5.5A	6.6A	2.8A	3.4A	4.1A	5.2A	6.6A

Tested By: _____ (Signature and Date)

Test Equipment: _____ (Manufacturer and Model No.)

Engineer Witness: _____ (Signature and Date)

Owner / Sponsor Witness: _____ (Signature and Date)

INSULATION RESISTANCE TEST REPORT

Owner / Sponsor: _____ Engineer: Garver, LLC

Airport:_____ Contractor: _____

Project Title: _____ Garver Project Number:_____

Vault ID / Location: _____ Date Initial / Final Tests: _____

Weather / Site Conditions (Initial Test): _____ Last Two Weeks of Rain:_____inches

Weather / Site Conditions (Final Test): _____ Last Two Weeks of Rain:_____inches

		Initial Test Results		Final Test Results	
	Circuit Designation and Color Code	Regulator Size (kW)	Megger Reading Before Field Work (Megohms)	Regulator Size (kW)	Megger Reading After Field Work (Megohms)
1					
2					
3					
4					
5					
6					
Tested By:					
Test Equipment:					
Engineer Witness:					
Owner/Sponsor Witness:					

Provide signature/date and manufacturer/model no. as required in the fields above.

Initial Test Record – Owner Disposition

Owner / Sponsor: _____ (Signature and Date)

Check one only: ☐ Proceed with Installation ☐ Hold

GROUND ROD IMPEDANCE TEST REPORT

Owner / Sponsor: _____ Engineer: Garver, LLC

Airport: _____ Contractor: _____

Project Title: _____ Garver Project Number: _____

Date: _____ Weather / Site Conditions: _____

Fall-of-Potential Style Tester (F):
Manufacturer: _____ Model #: _____

Clamp-On Style Tester (C):
Manufacturer: _____ Model #: _____

Ground Rod #	Test Equipment Style (F or C)	Impedance Value (Ohms)	Ground Rod #	Test Equipment Style (F or C)	Impedance Value (Ohms)

Tested By:	
Engineer Witness:	

Provide signature/date in the fields above.

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CABLE PULLING TENSION VALUES LOG

Owner / Sponsor: _____ Engineer: Garver, LLC

Airport: _____ Contractor: _____

Project Title: _____ Garver Project Number: _____

Date: _____ Weather / Site Conditions: _____

Dynamometer Manufacturer/Model #: _____ Cable / Wire Manufacturer: _____

From / To Locations	Wire/Cable Size	Length of Pull	Pull Method	Maximum Value	Measured Value
Tested By:					
Engineer Witness:					

Provide signature/date in the fields above.

Page _____ of _____

ITEM SS-305 DIRECTIONAL BORING

DESCRIPTION

305-1.1 This item shall consist of furnishing and installing conduits via directional boring methods, in accordance with this specification, the referenced specifications and drawings, and applicable advisory circulars. The borings shall be installed at the locations and in accordance with the dimensions, design and details shown on the plans. It shall also include all trenching, backfilling, mandreling installation of drag wires and duct markers, capping, and the testing of the installation as a completed duct system ready for installation of conduit and/or cables, to the satisfaction of the Engineer.

EQUIPMENT AND MATERIALS

305-2.1 GENERAL. Airport lighting equipment and materials shall meet the requirements outlined in Item SS-300.

All equipment and materials covered by these specifications shall be new and meet applicable manufacturer's standards.

Polyethylene conduits shall conform to SDR 11 type.

The Contractor shall submit a statement of qualifications including previous similar jobs experience in directional boring for the last three (3) years. Previous job description work shall include length, pipe type, pipe size(s) and soil type,

The Contractor shall submit complete shop drawings outlining his directional boring method (including drilling fluids, additives and mixtures), drill rod, bore size, materials, equipment and safety requirements to be utilized on this specific project, for review and approval by the Engineer.

All materials shall be inspected at the job site for damage. Defective materials shall be removed from the job site and replaced with new materials prior to the work.

CONSTRUCTION METHODS

305-3.1 GENERAL. Boring shall be done by pilot hole method using fluid as a lubricant only and shall not undermine the surrounding ground. Jetting will not be permitted. The Contractor shall use a guidance system to assure knowledge of the bore location while making the bore. The Contractor will not be paid for unusable sections.

Locate and clearly mark all utilities prior to start of excavation or drilling. The Contractor will be responsible for damage to pavements, utilities, or other structures caused by his activity. The Contractor shall repair, at his own expense, any damaged pavement, utility, or other structure as directed by the Engineer or the owner of the utility or structure. The Contractor shall not excavate to find a bored casing without specific approval and definitions of limits. No payments will be made for excavation and repair except as shown on drawings.

The Contractor shall inspect the locations where the encasement structures are to be installed and familiarize himself with the conditions under which the work will be performed and with all necessary details for orderly prosecution of the work. The omission of any details in the Plans and herein for the satisfactory installation of the easement in its entirety shall not relieve the Contractor of full responsibility for the installation.

Directional bores shall be a minimum 48” below the existing base. For this project, the existing pavement shall be considered 12” in depth and the existing base shall be considered 12” in depth. Therefore, the overall depth shall be a minimum 6’-0” below the surface of the pavement. The Contractor shall utilize a beacon or other depth reading instrument to verify the depth below the runway or taxiway.

The bore size shall be the minimum size for the work required. Upsizing the bore will not be allowed.

The Contractor shall utilize a walkover guidance and tracking system to assure the orientation and depth of the bore path. Depth and orientation confirmation shall occur at a minimum of every five feet of lateral distance covered.

The Contractor shall perform all excavation required to complete the work regardless of the material encountered. Excavation from the access shafts (bore pits) in excess of the required to backfill the access shafts and open ditch portion of the line shall be disposed of by the Contractor off of Airport Property.

Pits and trenches shall be constructed and maintained in accordance with the current edition of the OSHA Standard for Excavating and Trench Safety Systems. Restore ground to original conditions after work completion including seeding and topsoiling.

The access shafts (bore pits) for encasement installation shall be rectangular in plan view with the longest dimension being constructed with the direction of the pipe. The access shafts shall be constructed at a location shown on the plans.

Use a high quality drilling fluid to ensure hole stability, cuttings transport, bit and electronics cooling, and hole lubrication to reduce drag on the drill pipe and the product pipe. Use only fluid with a composition which complies with all federal, state and local environmental regulations. Mix the drilling fluid with potable water (of proper pH) to ensure no contamination is introduced into the soil during the drilling, reaming, or pipe installation process. The Contractor is responsible for any required pH adjustments.

Disposal of the drilling fluids is the responsibility of the Contractor. Conduct disposal in accordance with all relative environmental regulations and permit requirements. No excess drilling fluids shall remain in the bore access pit or receiving pit. Immediately clean up any drilling fluid spills or overflows from these pits. All excess drilling fluids and mud shall be disposed of off Airport Property on a daily basis. Bore pits and trenches shall be backfilled and compacted in 6” layers to 90% maximum density for cohesive soils and to 100% maximum density for non-cohesive soils, as determined by ASTM D1557. The in-place field density shall be determined in accordance with ASTM D1556, D2167, or D6938.

Assemble the entire pipe to be installed via directional boring prior to starting pull back operations. Support the pipe to enable it to move freely and prevent damage. Install the pipe in one continuous pull. Maximum allowable tensile force imposed on the pull section is not to exceed 90 percent of the pipe manufacturer’s safe pull strength. If multiple pipe sizes or materials, the lowest safe strength shall govern. Damaged pipes shall be replaced at no additional cost to the Owner.

Extend and connect pipes to junction structures as indicated. When pipe is used as a sleeve, install interior conduits as indicated and terminate the conduits with end bells as shown in the plans or as required.

Upon completion of the work, immediately remove all debris from the job site and restore the areas to original condition acceptable to the Engineer.

The Contractor shall record and document drilling logs that provide drill bit locations, both horizontally and vertically. These records shall be submitted to the Engineer and included in the O&M manual for the project.

All equipment and materials furnished and installed under this section shall be guaranteed against defects in materials and workmanship for a period of at least twelve (12) months from final acceptance by the Owner. The defective materials and/or equipment shall be repaired or replaced, at the Owner's discretion, with no additional cost to the Owner.

METHOD OF MEASUREMENT

305-4.1 The quantity of directional boring to be paid for under this item shall be the number of linear feet of conduit and directional boring installed with backfill, compaction, turf restoration, and appurtenances, measured in place, completed and accepted to the satisfaction of the Engineer.

BASIS OF PAYMENT

305-5.1 Payment will be made at the contract unit price per linear foot for directional borings completed and accepted. This price shall be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

Item SS-305-5.1	Directional Boring, 1-Way 2”C Polyethylene Conduit – per Linear Foot
Item SS-305-5.2	Directional Boring, 2-Way 2”C Polyethylene Conduits – per Linear Foot
Item SS-305-5.3	Directional Boring, 4-Way 2”C Polyethylene Conduits – per Linear Foot

END OF ITEM SS-305

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ITEM SS-310 AIRPORT LIGHTING SYSTEMS

DESCRIPTION

310-1.1 This item shall consist of furnishing and installing airport runway and taxiway pavement edge lighting systems, and guidance signs; and removing existing runway and taxiway edge lights, and guidance signs, in accordance with this specification, the referenced specifications and drawings, and applicable advisory circulars. The system shall be installed at the locations and in accordance with the dimensions, design and details shown on the plans. This work shall include the furnishing of all equipment, materials, services and incidentals necessary to place it in operating condition as a completed unit to the satisfaction of the Engineer.

310-1.2 Additional details pertaining to the lighting system covered in this item are contained in the advisory circular, AC 150/5340-30, Design and Installation Details for Airport Visual Aids. Additional details pertaining to the REIL system covered in this item are contained in the advisory circular, AC 150/5345-51, Specification for Discharge-Type Flasher Equipment. The Contractor shall maintain current copies of all referenced and applicable advisory circulars on the job site. The Contractor is responsible to make known to the Engineer any conflict between plans and specifications that he observes or of which he is made aware.

310-1.3 This item shall consist of furnishing and installing Runway End Identification Lights (REIL) in accordance with these specifications. This work shall include the mounting, leveling, wiring, and testing of the lighting equipment and all materials and incidentals necessary to place it in operating condition as a completed unit to the satisfaction of the Engineer. This item shall include mounting accessories, controls, relays, circuit breakers, transformers, inter-unit wiring, disconnect switches and concrete pads specified in the plans.

EQUIPMENT AND MATERIALS

310-2.1 GENERAL.

a. Airport lighting equipment and materials shall meet the requirements outlined in Item SS-300.

b. For pre-cast or prefabricated concrete encased light base installations, the Contractor shall submit and coordinate the construction of the proposed pre-cast units with the Engineer onsite to review and approve the construction process. The Contractor shall submit his proposed installation process for review and approval by the Engineer. The Contractor shall provide additional items and work if required and requested by the Engineer for the construction and installation of the pre-cast units at no additional cost to the Owner.

310-2.2 LIGHT FIXTURES. Airfield lights shall be supplied with all features and accessories including isolation transformers, light bases, base covers, safety ground rods, concrete pads and incidentals required for a complete installation as defined in these Specifications and as shown on the plans.

a. High Intensity Runway Lights (HIRL):

(1) Runway edge elevated lights shall be L-862, 115 Watt/6.6A lamp, Omnidirectional lens or Bidirectional lens as shown on Plans and as approved.
(2) Runway threshold and end elevated lights shall be L-862E, 175 Watt/6.6A lamp, Bidirectional lens as shown on Plans and as approved.
(3) Runway edge inpavement lights shall be L-850C, Class 2, Style 3, two 105 Watt/6.6A lamps with single connector kit to single 200W isolation transformer,

mounted on a 12” diameter L-868B light base, Bidirectional lens as shown on Plans and as approved.

310-2.3 LAMPS. Lamps for elevated edge lights shall be 6.6A Quartz and/or LED type as specified.

310-2.4 SPARE EQUIPMENT INCLUDING LAMPS, FIXTURES, AND SPARE SIGN REPLACEMENT COMPONENTS. Provide 10 percent spare lamps of each type installed for lights and signs, minimum quantity of 6 required. Spare lamps shall not be measured for separate payment but shall be considered subsidiary to the light fixture and guidance sign pay items.

Provide 10 percent spare fixtures of each type installed for lights. Provide 10 percent spare sign replacement components of each type installed for signs. Spare fixtures and spare sign replacement components shall not be measured for separate payment but shall be considered subsidiary to the respective light fixture or sign pay items.

a. A spare elevated LED fixture unit shall be one complete, ready-to-install fixture, including the coupling, column, head housing assembly, cordset, LED power supply assembly, LED assembly, and lens assembly.

b. A spare elevated quartz fixture unit shall be one complete, ready-to-install fixture, including the coupling, column, head housing assembly, cordset, lamp assembly, and lens assembly.

c. A spare inpavement LED fixture unit shall be one complete, ready-to-install fixture, including the top cover assembly, bottom pan assembly, cordset, LED power supply assembly, and LED assembly.

d. A spare sign replacement component unit shall include the LED light tube assembly and LED power supply assembly.

The spare lamps, spare fixtures and spare sign replacement components shall be delivered and stored as directed by the Owner, with transmittal receipt signed by Owner’s representative. A signed copy shall be forwarded to the Engineer with an additional signed copy placed in the O&M manuals.

310-2.5 GUIDANCE SIGNS. Guidance signs shall be L-858, meeting the criteria set forth in AC 150/5345-44, Specification for Taxiway and Runway Signs, and suitable for base mounting. Each unit shall be furnished with the required panels, mounting assemblies, frangible couplings, transformer, intensity control, identification tag, metal tethers, fasteners and safety ground rods.

Style 2 and Style 3 signs shall meet the luminance requirements in AC 150/5345-44 throughout the current ranges of the associated series circuit.

Guidance signs shall utilize LED lighting technology that results in a low VA load and high power factor. Guidance signs shall have an integral on/off switch for airport maintenance use while changing lamps.

Signs shall be furnished with permanent type nameplates that are both weather and sunlight resistant. Nameplates which are completed with ink markers or similar methods will not be accepted.

The complete sign installation shall be designed to withstand a 200-mph wind load.

Guidance signs shall be constructed using a technology having a proven record of performance for a period of at least five years.

Guidance signs shall be Style 3 (5-step circuit), Class 1 (operation range from -4 degrees F to 131 degrees F), Mode 2 (withstand wind loads of 200 mph).

Runway Distance Remaining (RDR) signs shall be Size 5 (25” legend), Style 3 (5-step circuit), Class 1 (operation range from -4 degrees F to 131 degrees F), Mode 2 (withstand wind loads of 200 mph).

310-2.6 ISOLATION TRANSFORMERS. New isolation transformers shall be Type L-830 and have a wattage rating suitable for the wattage of the fixture and sign lamps. The transformer shall be listed in FAA Circular AC 150/5345-47.

Provide 10 percent spare isolation transformers of each type installed for lights, signs and other equipment. Spare transformers shall not be measured for separate payment but shall be considered subsidiary to the respective light fixture or sign pay items.

310-2.7 FIELD LIGHTNING ARRESTOR. New series circuit field lightning arrestors shall be installed on the airfield series circuits to reduce the risk of lightning damage to the circuits, including cables, isolation transformers and field/vault lighting equipment. The arrestor assembly shall consist of a NEMA 6P rated metal enclosure, using MOV components, rated for 5,000 volts continuous operating voltage with 25,000 A peak surge current, having a minimum 2 giga-ohm insulation resistance, with L-823 connectors, The arrestors shall be designed specifically for protecting 5 kV airfield series circuits and shall be manufactured by ADB, Astronics or Liberty Airport Systems.

Provide 10 percent spare lightning arrestor units, minimum quantity of 2. Spare arrestors shall not be measured for separate payment but shall be considered subsidiary to the respective arrestor pay items.

CONSTRUCTION METHODS

310-3.1 GENERAL. The installation and testing details for the lighting system shall be as specified in the applicable advisory circulars.

310-3.2 PLACING THE EQUIPMENT. Equipment shall be mounted on concrete pads as shown in the plans. Secure the equipment and make all final connections.

310-3.3 MOUNTING AND LEVELING. The concrete support to which the equipment is fastened shall be accurately leveled before mounting the equipment. Light fixtures shall be properly aimed, as recommended by the manufacturer of the supplied equipment. This adjustment shall be accomplished using factory-approved aiming devices and techniques. The Contractor is responsible for all surveying and measurement which is required to accurately position and aim these devices.

310-3.4 PLACING LIGHTS. All equipment shall be installed at locations indicated in the plans. Lights shall be laid out by locating the two control points by station as indicated on the plans and measuring the indicated individual separation distances. Light bases shall be located within 1 inch +/- longitudinally and 0.5 inches +/- transversely of the location indicated unless deviation is approved by the Engineer. The Contractor is responsible for all surveying and measurement which is required to accurately position and aim the light fixtures. Excavation for installation of light bases shall be backfilled with at least 4 inches of granular leveling course, as approved by the Engineer. Fixture height shall be as indicated on the Drawings.

For pre-cast or prefabricated concrete encased light base installations, a leveling course of sand shall be placed in the bottom of the excavated hole, sufficient for accurately installing, leveling and placing the lights in accordance with the requirements in this specification and AC 150/5340-30.

310-3.5 PLACING SIGNS. All signs shall be installed at the approximate location indicated in the plans. The specific requirements for sign location are specified in AC 150/5340-18, Standards for Airport Sign Systems. Specific requirements of this AC are also shown on the Plans. Signs shall be located within 1 inch +/- longitudinally or 0.5 inches +/- transversely of the required location unless deviation is approved by the Engineer. The locations for the signs shall be staked by the Contractor and approved by the Engineer before installation begins.

Provide single module signs with one tether. Provide multiple module signs with a tether at both ends.

310-3.6 PLACING FIELD LIGHTNING ARRESTORS. All field lighting arrestors shall be installed at locations indicated in the plans, typically about every 2,000 feet around the series circuit. The arrestors shall be installed in base cans or handholes as noted on the plans. Provide a minimum #4 AWG copper ground wire to connect the arrestor ground lug to dedicated ground rod outside the base can or handhole on the pavement side of the equipment. This ground rod shall be connected to the counterpoise system using exothermic welds only.

310-3.7 TRANSFORMER INSTALLATION. The primary cable connections shall be made with L-823 connectors as described in Item L-108 and have 3 feet of slack cable. The secondary leads connected to the lamp leads by means of a disconnecting plug and receptacle provided with the unit, and this joint shall not be taped. The secondary joint shall be fastened with a holding ring provided for this purpose.

310-3.8 UNIT ASSEMBLY. All electrical equipment, including edge lights, guidance signs and other visual aid units shall be assembled in accordance with the manufacturer's installation procedures. Anti-seize compound shall be used on all threads.

Coordinate recommended torque values with the light fixture manufacturer, light base can manufacturer, stainless steel bolts and hardware used, and exact anti-seize compound used, in order to prevent light base thread damage. Utilize a dial-type torque wrench for accuracy and to prevent over-tightening bolts.

310-3.9 IDENTIFICATION NUMBERS. An identifying number shall be assigned to each light and sign in accordance with the plans or as approved by the Engineer and Owner. This number shall be imprinted with reflective black with 1/2" letters on a non-corrosive metal disc 2" minimum diameter and attached to the pavement side of the fixture with a metal screw.

310-3.10 REMOVAL OF LIGHT FIXTURES AND EQUIPMENT. Light fixtures and other equipment which are to be removed shall be carefully excavated. All concrete bases and concrete anchors shall be removed by the Contractor. The removed lights, guidance signs, isolation transformers and wiring harnesses shall then be given to the Owner, or properly disposed of if so directed by the Owner. The ground in the area of the removed lighting equipment shall be backfilled and properly compacted. Light fixtures and equipment which are to be relocated shall be stored on site and reinstalled with new lamps, new transformers, and all other new required accessories as indicated in the plans.

310-3.11 REMOVAL OF EXISTING EQUIPMENT. The Contractor shall carefully remove all salvageable equipment as indicated in the plans. Any equipment that is damaged during the removal and/or relocation operation shall be subject to a reduction in payment for removal and/or relocation of the equipment. All equipment that is removed during this project shall be transported to a site on the Airfield or removed from the Airfield and properly disposed of as directed by the Owner and the Engineer.

310-3.12 TEMPORARY AIRFIELD LIGHTING. Existing lighting circuits shall remain operational by use of temporary circuits for the duration of the project. This item shall include all work to maintain the existing lighting during construction to allow all taxiways and runways in operation to remain lighted for their full length, including that portion through the construction area, as indicated in the sequence of construction and as directed by the Engineer.

310-3.13 TESTING. The installation shall be tested in operation as a completed unit prior to acceptance. Tests shall include taking megger and voltage readings as outlined in Item SS-300 and Item L-108. Testing equipment shall be furnished by the Contractor. Refer to Item L-108 for additional test requirements.

Tests shall be conducted in the presence of the Engineer and shall be to his/her satisfaction.

All installations shall be fully tested by continuous operation for not less than 24 hours as completed systems

prior to acceptance. These tests shall include the functioning of each control not less than 10 times.

Equipment and materials covered by FAA Advisory Circulars are referred to by item numbers and approved equipment is listed within the AC 150/5345-53 Airport Lighting Equipment Certification Program's monthly Addendum, which contains a complete and updated listing of the certified equipment and manufacturers, and is listed in the FAA Buy American Preference equipment list, which is also updated monthly. The Contractor shall provide and install new certified equipment that works reliably and efficiently with the existing equipment to remain in service. The Contractor shall provide any additional accessories and/or appurtenances required to provide fully functional electrical systems to the satisfaction of the Owner and Engineer, at no additional cost to the Owner.

The Contractor shall ascertain that all lighting system components furnished (including FAA certified and approved equipment) are compatible in all respects with each other and the remainder of the new and existing systems. Any non-compatible components furnished by the Contractor shall be replaced at no additional cost to the Owner with a similar unit that is approved by the Engineer and compatible with the remainder of the airport lighting system.

METHOD OF MEASUREMENT

310-4.1 The quantity of existing lights or guidance signs, removed, to be measured under this item shall be the number of each complete unit removed, and accepted by the Engineer.

310-4.2 The quantity of lights, complete with isolation transformers, bases or stakes, connectors, safety grounds rods, and appurtenances, to be measured under this item shall be the number of each installed, as completed units in place, ready for operation, and accepted by the Engineer. See section on Spare Equipment for information on spare fixture requirements.

310-4.3 The quantity of guidance signs of each type to be measured for under this item shall be the number of signs installed, complete with isolation transformers, bases, safety ground rods, tether and all other required appurtenances, as completed units in place, ready for operation, and accepted by the Engineer. See section on Spare Equipment for information on spare sign component requirements.

310-4.4 The quantity of field lightning arrestors, complete with arrestor, connectors, equipment safety ground rod, lightning arrestor ground rod, conductors, and all other required appurtenances, to be measured under this item shall be the number of each type installed, as completed units in place, ready for operation, and accepted by the Engineer.

310-4.5 The temporary airfield lighting shall be measured as a lump sum complete item, including all work complete and in place and ready for operation, and the installation, protection, and removal of all temporary cable, lighting, and associated items as indicated in the Drawings or as directed by the Engineer.

BASIS OF PAYMENT

310-5.1 Payment will be made at the contract unit price for each complete item, measured as provided above, and accepted by the Engineer. This price shall be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

310-5.2 Payment will be made at the contract lump sum price for each lump sum complete item, measured as provided above, and accepted by the Engineer. This price shall be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

Item SS-310-5.1	Existing Base Mounted Edge Light, Removed -- per Each
Item SS-310-5.2	Existing Base Mounted Inpavement Edge Light, Removed – per Each
Item SS-310-5.3	Existing Base Mounted Inpavement Edge Light, Removed, Base to Remain – per Each
Item SS-310-5.4	Existing Base Mounted Guidance Sign, Removed -- per Each
Item SS-310-5.5	Existing Base Mounted Guidance Sign, Removed, Base to Remain – per Each
Item SS-310-5.6	Existing Abandoned Sign Base, Removed – per Each
Item SS-310-5.7	L-850C Low Profile Base Mounted Inpavement Runway Edge Light, Installed – per Each
Item SS-310-5.8	L-850C Low Profile Base Mounted Inpavement Runway Edge Light, Installed on Existing Base – per Each
Item SS-310-5.9	L-858(L) Base Mounted, LED 1-Module Guidance Sign, Installed -- per Each
Item SS-310-5.10	L-858(L) Base Mounted, LED 2-Module Guidance Sign, Installed -- per Each
Item SS-310-5.11	L-858(L) Base Mounted, LED 3-Module Guidance Sign, Installed -- per Each
Item SS-310-5.12	L-858(L) Base Mounted, LED 3-Module Guidance Sign, Installed Within Existing Paved Shoulder -- per Each
Item SS-310-5.13	L-858(L) Base Mounted, LED 1-Module Runway Distance Remaining Sign, Installed --per Each
Item SS-310-5.14	Vehicle Sign Assembly – per Lump Sum
Item SS-310-5.15	L-862 Base Mounted Runway Edge Light, Installed – per Each
Item SS-310-5.16	L-862E Base Mounted Runway Threshold/End Light, Installed -- per Each
Item SS-310-5.17	Field Lightning Arrestor, Installed – per Each
Item SS-310-5.18	Temporary Airfield Lighting -- per Lump Sum
Item SS-310-5.19	Existing REIL Reconnection -- per Lump Sum

MATERIAL REQUIREMENTS

Fed.Spec.J-C-30	Cable and Wire, Electrical (Power, Fixed Installation)
Fed. Spec. W-C-1094	Conduit and Conduit Fittings; Plastic, Rigid
Fed. Spec. W-P-115	Panel, Power Distribution
Fed. Std. 595	Colors
AC 150/5340-18	Standards for Airport Sign Systems
AC 150/5340-30	Design and Installation Details for Airport Visual Aids
AC 150/5345-3	Specification for L-821 Panels for Control of Airport Lighting
AC 150/5345-7	Specification for L-824 for Underground Electrical Cable for Airport Lighting Circuits
AC 150/5345-26	Specification for L-823 Plug and Receptacle, Cable Connectors
AC 150/5345-28	Standard for Precision Approach Path Indicator (PAPI) Systems
AC 150/5345-39	Specification for L-853 Runway and Taxiway Retroreflective Markers
AC 150/5345-42	Specification for Airport Light Base and Transformer Housings, Junction Boxes, and Accessories
AC 150/5345-44	Specification for Taxiway and Runway Signs
AC 150/5345-46	Specification for Runway and Taxiway Light Fixtures
AC 150/5345-47	Isolation Transformers for Airport Lighting Systems
AC 150/5346-49	Specification L-854, Radio Control Equipment
AC 150/5345-51	Specification for Discharge-Type Flashing Light Equipment
AC 150/5345-53	Airport Lighting Equipment Certification Program
Underwriters Laboratories Standard 6	Rigid Metal Conduit
Underwriters Laboratories Standard 514	Fittings for Conduit and Outlet Boxes
Underwriters Laboratories Standard 1242	Intermediate Metal Conduit

Underwriters Laboratories Laboratories Standard 651	Schedule 40 and 80 Rigid PVC Conduit (for Direct Burial)
NFPA-70	National Electrical Code (NEC)

END OF ITEM SS-310

ITEM L-108 UNDERGROUND POWER CABLE FOR AIRPORTS

DESCRIPTION

108-1.1 This item shall consist of furnishing and installing power cables that are direct buried and furnishing and/or installing power cables within conduit or duct banks per these specifications at the locations shown on the plans. It includes excavation and backfill of trench for direct-buried cables only. Also included are the installation of counterpoise wires, ground wires, ground rods and connections, cable splicing, cable marking, cable testing, and all incidentals necessary to place the cable in operating condition as a completed unit to the satisfaction of the Engineer. This item shall not include the installation of duct banks or conduit, trenching and backfilling for duct banks or conduit, or furnishing or installation of cable for FAA owned/operated facilities. Requirements and payment for trenching and backfilling for the installation of underground conduit and duct banks is in Item L-110, Airport Underground Electrical Duct Banks and Conduits.

EQUIPMENT AND MATERIALS

108-2.1 GENERAL.

a. Airport lighting equipment and materials covered by advisory circulars (AC) shall be approved under the Airport Lighting Equipment Certification Program per AC 150/5345-53, current version.

b. All other equipment and materials covered by other referenced specifications shall be subject to acceptance through manufacturer's certification of compliance with the applicable specification, when requested by the Engineer.

c. Manufacturer's certifications shall not relieve the Contractor of the responsibility to provide materials per these specifications. Materials supplied and/or installed that do not comply with these specifications shall be removed (when directed by the Engineer) and replaced with materials that comply with these specifications at the Contractor's cost.

d. All materials and equipment used to construct this item shall be submitted to the Engineer for approval prior to ordering the equipment. Submittals consisting of marked catalog sheets or shop drawings shall be provided. Submittal data shall be presented in a clear, precise and thorough manner. Original catalog sheets are preferred. Photocopies are acceptable provided they are as good a quality as the original. Clearly and boldly mark each copy to identify products or models applicable to this project. Indicate all optional equipment and delete any non-pertinent data. Submittals for components of electrical equipment and systems shall identify the equipment to which they apply on each submittal sheet. Markings shall be made bold and clear with arrows or circles (highlighting is not acceptable). The Contractor is solely responsible for delays in the project that may accrue directly or indirectly from late submissions or resubmissions of submittals.

e. The data submitted shall be sufficient, in the opinion of the Engineer, to determine compliance with the plans and specifications. The Contractor's submittals shall be neatly bound in a properly sized 3-ring binder, tabbed by specification section. The Engineer reserves the right to reject any and all equipment, materials, or procedures that do not meet the system design and the standards and codes, specified in this document.

f. All equipment and materials furnished and installed under this section shall be guaranteed against defects in materials and workmanship for at least twelve (12) months from the date of final acceptance by the Owner. The defective materials and/or equipment shall be repaired or replaced, at the Owner's discretion, with no additional cost to the Owner. The Contractor shall be responsible to maintain a minimum insulation resistance per AC 150/5340-26B, Maintenance Airport Visual aid Facilities, Table 5-

1 and paragraph 5.1.3.1, with isolation transformers connected in new circuits and new segments of existing circuits through the end of the contract warranty period.

g. *Airport lighting equipment and materials shall meet the requirements outlined in Item SS-300.*

108-2.2 CABLE. Underground cable for airfield lighting facilities (runway and taxiway lights and signs) shall conform to the requirements of AC 150/5345-7, Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits latest edition. Conductors for use on 6.6 ampere primary airfield lighting series circuits shall be single conductor, seven strand, #8 American wire gauge AWG), L-824 Type C, 5,000 volts, nonshielded, with cross-linked polyethylene insulation. Conductors for use on 20 ampere primary airfield lighting series circuits shall be single conductor, seven strand, #6 AWG, L-824 Type C, 5,000 volts, nonshielded, with cross-linked polyethylene insulation. L-824 conductors for use on the L-830 secondary of airfield lighting series circuits shall be sized in accordance with the manufacturer's recommendations. All other conductors shall comply with FAA and National Electric Code (NEC) requirements. Conductor sizes noted above shall not apply to leads furnished by manufacturers on airfield lighting transformers and fixtures.

Wire for electrical circuits up to 600 volts shall comply with Specification L-824 and/or Federal Specification J-C-30 and shall be type THWN-2, 75°C. Conductors for parallel (voltage) circuits shall be sized and installed in accordance with NFPA-70, National Electrical Code.

Unless noted otherwise, all 600-volt and less non-airfield lighting conductor sizes are based on a 75°C, THWN-2, 600 volt insulation, copper conductors, not more than three single insulated conductors, in raceway, in free air. The conduit/duct sizes are based on the use of THWN-2, 600 volt insulated conductors. The Contractor shall make the necessary increase in conduit/duct sizes for other types of wire insulation. In no case shall the conduit/duct size be reduced. The minimum power circuit wire size shall be #12 AWG.

Conductor sizes may have been adjusted due to voltage drop or other engineering considerations. Equipment provided by the Contractor shall be capable of accepting the quantity and sizes of conductors shown in the Contract Documents. All conductors, pigtails, cable step-down adapters, cable step-up adapters, terminal blocks and splicing materials necessary to complete the cable termination/splice shall be considered incidental to the respective pay items provided.

Cable type, size, number of conductors, strand and service voltage shall be as specified in the Contract Document.

Colorable cable in solid non-fading colors shall not be used for permanent series circuit identification.

108-2.3 BARE COPPER WIRE (COUNTERPOISE, BARE COPPER WIRE GROUND AND GROUND RODS). Wire for counterpoise or ground installations for airfield lighting systems shall be No. 6 AWG bare solid copper wire for counterpoise and/or No. 6 AWG insulated stranded for ground wire per ASTM B3 and ASTM B8, and shall be bare copper wire per ASTM B33. See AC 150/5340-30 for additional details about counterpoise and ground wire types and installation. For voltage powered circuits, the equipment ground conductor shall be minimum No. 6 AWG, 600V rated, Type XHHW insulated, green color, stranded copper equipment ground conductor.

Ground rods shall be copper-clad steel. The ground rods shall be of the length and diameter specified on the plans, but in no case be less than 10 feet (2.54 m) long and 3/4 inch (19 mm) in diameter.

108-2.4 CABLE CONNECTIONS. In-line connections or splices of underground primary cables shall be of the type called for on the plans, and shall be one of the types listed below. No separate payment will be made for cable connections.

a. The Cast Splice. A cast splice, employing a plastic mold and using epoxy resin equivalent to that manufactured by 3M™ Company, "Scotchcast" Kit No. 82-B, or as manufactured by Hysol® Corporation, "Hyseal Epoxy Splice" Kit No. E1135, or an approved equivalent, used for potting the splice is acceptable.

b. The Field-Attached Plug-In Splice. Figure 3 of AC 150/5345-26, Specification for L-823 Plug and Receptacle, Cable Connectors, employing connector kits, is acceptable for field attachment to single conductor cable. It shall be the Contractor's responsibility to determine the outside diameter of the cable to be spliced and to furnish appropriately sized connector kits and/or adapters and heat shrink tubing with integral sealant.

c. The Factory-Molded Plug-in Splice. Specification for L-823 Connectors, Factory-Molded to Individual Conductors, is acceptable.

d. The Taped or Heat-Shrink Splice. Taped splices employing field-applied rubber, or synthetic rubber tape covered with plastic tape is acceptable. The rubber tape should meet the requirements of ASTM D4388 and the plastic tape should comply with Military Specification MIL-I-24391 or Commercial Item Description A-A-55809. Heat shrinkable tubing shall be heavy-wall, self-sealing tubing rated for the voltage of the wire being spliced and suitable for direct-buried installations. The tubing shall be factory coated with a thermoplastic adhesive-sealant that will adhere to the insulation of the wire being spliced forming a moisture- and dirt-proof seal. Additionally, heat shrinkable tubing for multi-conductor cables, shielded cables, and armored cables shall be factory kits that are designed for the application. Heat shrinkable tubing and tubing kits shall be manufactured by Tyco Electronics/ Raychem Corporation, Energy Division, or approved equivalent.

In all the above cases, connections of cable conductors shall be made using crimp connectors using a crimping tool designed to make a complete crimp before the tool can be removed. All L-823/L-824 splices and terminations shall be made per the manufacturer's recommendations and listings.

All connections of counterpoise, grounding conductors and ground rods shall be made by the exothermic process or approved equivalent, except that a light base ground clamp connector shall be used for attachment to the light base. See AC 150/5340-30 for additional information about methods of attaching a ground to a galvanized light base. All exothermic connections shall be made per the manufacturer's recommendations and listings.

108-2.5 SPLICER QUALIFICATIONS. Every airfield lighting cable splicer shall be qualified in making airport cable splices and terminations on cables rated at or above 5,000 volts AC. The Contractor shall submit to the Engineer proof of the qualifications of each proposed cable splicer for the airport cable type and voltage level to be worked on. Cable splicing/terminating personnel shall have a minimum of three (3) years continuous experience in terminating/splicing medium voltage cable.

108-2.6 CONCRETE. Concrete for cable markers shall be per Specification Item P-610, Structural Portland Cement Concrete.

~~**108-2.7 FLOWABLE BACKFILL.** Flowable material used to backfill trenches for power cable trenches shall conform to the requirements of Item P-153, Controlled Low Strength Material.~~

108-2.8 CABLE IDENTIFICATION TAGS. Cable identification tags shall be made from a non-corrosive material with the circuit identification stamped or etched onto the tag. The tags shall be of the type as detailed on the plans.

108-2.9 TAPE. Electrical tapes shall be Scotch™ Electrical Tapes –Scotch™ 88 (1-1/2 inch (38 mm) wide) and Scotch™ 130C® linerless rubber splicing tape (2-inch (50 mm) wide), as manufactured by the Minnesota Mining and Manufacturing Company (3M™), or an approved equivalent.

108-2.10 ELECTRICAL COATING. Electrical coating shall be Scotchkote™ as manufactured by 3M™, or an approved equivalent.

108-2.11 EXISTING CIRCUITS. Whenever the scope of work requires connection to an existing circuit, the circuit's insulation resistance shall be tested, in the presence of the Engineer. The test shall be performed per this item and prior to any activity that will affect the respective circuit. The Contractor shall record the results on forms acceptable to the Engineer. When the work affecting the circuit is complete, the circuit's insulation resistance shall be checked again, in the presence of the Engineer. The Contractor shall record the results on forms acceptable to the Engineer. The second reading shall be equal to or greater than the first reading or the Contractor shall make the necessary repairs to the circuit to bring the second reading above the first reading. All repair costs including a complete replacement of the L-823 connectors, L-830 transformers and L-824 cable, if necessary, shall be borne by the Contractor. All test results shall be submitted in the Operation and Maintenance (O&M) Manual.

108-2.12 DETECTABLE WARNING TAPE. Plastic, detectable, American Wood Preservers Association (AWPA) Red (electrical power lines, cables, conduit and lighting cable) with continuous legend magnetic tape shall be polyethylene film with a metalized foil core and shall be 3-6 inches (75-150 mm) wide. Detectable tape is incidental to the respective bid item.

CONSTRUCTION METHODS

108-3.1 GENERAL. The Contractor shall install the specified cable at the approximate locations indicated on the plans. Unless otherwise shown on the plans, all cable required to cross under pavements expected to carry aircraft loads shall be installed in concrete encased duct banks. Wherever possible, cable shall be run without splices, from connection to connection.

Cable connections between lights will be permitted only at the light locations for connecting the underground cable to the primary leads of the individual isolation transformers. The Contractor shall be responsible for providing cable in continuous lengths for home runs or other long cable runs without connections unless otherwise authorized in writing by the Engineer or shown on the plans.

In addition to connectors being installed at individual isolation transformers, L-823 cable connectors for maintenance and test points shall be installed at locations shown on the plans. Cable circuit identification markers shall be installed on both sides of the L-823 connectors installed or at least once in each access point where L-823 connectors are not installed.

Provide not less than 3 feet (1 m) of cable slack on each side of all connections, isolation transformers, light units, and at points where cable is connected to field equipment. Where provisions must be made for testing or for future above grade connections, provide enough slack to allow the cable to be extended at least one foot (30 cm) vertically above the top of the access structure. This requirement also applies where primary cable passes through empty light bases, junction boxes, and access structures to allow for future connections, or as designated by the Engineer.

Primary airfield lighting cables installed shall have cable circuit identification markers attached on both sides of each L-823 connector and on each airport lighting cable entering or leaving cable access points, such as manholes, hand holes, pull boxes, junction boxes, etc. Markers shall be of sufficient length for imprinting the cable circuit identification legend on one line, using letters not less than 1/4 inch (6 mm) in size. The cable circuit identification shall match the circuits noted on the construction plans.

The existing and the proposed locations of lighting cable are approximate. The Contractor shall be responsible for field locating and identifying the existing lighting circuits to determine their exact routing. The Contractor shall also be responsible for maintaining the lighting systems in a working condition until the new lighting circuits have been installed and tested. The Contractor shall proactively and expeditiously accomplish this cable identification work prior to performing any modifications to the lighting

circuits. Coordinate identification work with the Owner and Engineer and make all corrections, additions, etc. on the as-built drawings.

Underground cable and utilities exist within and adjacent to the limits of construction. An attempt has been made to locate these cables and utilities on the Plans. All existing cable and utilities may not be shown on the Plans and the location of the cables and utilities shown may vary from the location shown on the Plans. Prior to beginning of any type of excavation, the Contractor shall contact the utilities, the airport maintenance staff, FAA field personnel and other organizations as required and make arrangements for the location of the utilities on the ground. The Contractor shall maintain the cable and utility location markings until they are no longer required.

The Contractor shall replace or repair any underground cable or utility that has been damaged by the Contractor during excavation to the satisfaction of the owner of the cable or utility at no additional cost to the Owner.

All new lighting cable shall be marked using color-coded plastic electrical tape which is specifically designed for application on polyethylene-jacketed cable. The tape shall be applied as detailed on the Plans.

108-3.2 INSTALLATION IN DUCT BANKS OR CONDUITS. This item includes the installation of the cable in duct banks or conduit per the following paragraphs. The maximum number and voltage ratings of cables installed in each single duct or conduit, and the current-carrying capacity of each cable shall be per the latest version of the National Electric Code, or the code of the local agency or authority having jurisdiction.

The Contractor shall make no connections or splices of any kind in cables installed in conduits or duct banks.

Unless otherwise designated in the plans, where ducts are in tiers, use the lowest ducts to receive the cable first, with spare ducts left in the upper levels. Check duct routes prior to construction to obtain assurance that the shortest routes are selected and that any potential interference is avoided.

Duct banks or conduits shall be installed as a separate item per Item L-110, Airport Underground Electrical Duct Banks and Conduit. The Contractor shall run a mandrel through duct banks or conduit prior to installation of cable to ensure that the duct bank or conduit is open, continuous and clear of debris. The mandrel size shall be compatible with the conduit size. The Contractor shall swab out all conduits/ducts and clean light bases, manholes, etc., interiors immediately prior to pulling cable. Once cleaned and swabbed, the light bases and all accessible points of entry to the duct/conduit system shall be kept closed except when installing cables. Cleaning of ducts, light bases, manholes, etc., is incidental to the pay item of the item being cleaned. All raceway systems left open, after initial cleaning, for any reason shall be re-cleaned at the Contractor's expense. The Contractor shall verify existing ducts proposed for use in this project as clear and open. The Contractor shall notify the Engineer of any blockage in the existing ducts.

The cable shall be installed in a manner that prevents harmful stretching of the conductor, damage to the insulation, or damage to the outer protective covering. The ends of all cables shall be sealed with moisture-seal tape providing moisture-tight mechanical protection with minimum bulk, or alternately, heat shrinkable tubing before pulling into the conduit and it shall be left sealed until connections are made. Where more than one cable is to be installed in a conduit, all cable shall be pulled in the conduit at the same time. The pulling of a cable through duct banks or conduits may be accomplished by hand winch or power winch with the use of cable grips or pulling eyes. Maximum pulling tensions shall not exceed the cable manufacturer's recommendations. A non-hardening cable-pulling lubricant recommended for the type of cable being installed shall be used where required.

The Contractor shall submit the recommended pulling tension values to the Engineer prior to any cable installation. If required by the Engineer, pulling tension values for cable pulls shall be monitored by a dynamometer in the presence of the Engineer. Cable pull tensions shall be recorded by the Contractor and reviewed by the Engineer. Cables exceeding the maximum allowable pulling tension values shall be removed and replaced by the Contractor at the Contractor's expense.

The manufacturer's minimum bend radius or NEC requirements (whichever is more restrictive) shall apply. Cable installation, handling and storage shall be per manufacturer's recommendations. During cold weather, particular attention shall be paid to the manufacturer's minimum installation temperature. Cable shall not be installed when the temperature is at or below the manufacturer's minimum installation temperature. At the Contractor's option, the Contractor may submit a plan, for review by the Engineer, for heated storage of the cable and maintenance of an acceptable cable temperature during installation when temperatures are below the manufacturer's minimum cable installation temperature.

Cable shall not be dragged across base can or manhole edges, pavement or earth. When cable must be coiled, lay cable out on a canvas tarp or use other appropriate means to prevent abrasion to the cable jacket.

Existing ducts may require clearing before use. It is the responsibility of the Contractor to locate the existing ducts, identify empty or partially empty conduits and clear the conduits as required.

108-3.3 INSTALLATION OF DIRECT-BURIED CABLE IN TRENCHES. Unless otherwise specified, the Contractor shall not use a cable plow for installing the cable. Cable shall be unreeled uniformly in place alongside or in the trench and shall be carefully placed along the bottom of the trench. The cable shall not be unreeled and pulled into the trench from one end. Slack cable sufficient to provide strain relief shall be placed in the trench in a series of S curves. Sharp bends or kinks in the cable shall not be permitted.

Where cables must cross over each other, a minimum of 3 inches (75 mm) vertical displacement shall be provided with the topmost cable depth at or below the minimum required depth below finished grade.

a. Trenching. Where turf is well established and the sod can be removed, it shall be carefully stripped and properly stored. Trenches for cables may be excavated manually or with mechanical trenching equipment. Walls of trenches shall be essentially vertical so that a minimum of surface is disturbed. Graders shall not be used to excavate the trench with their blades. The bottom surface of trenches shall be essentially smooth and free from coarse aggregate. Unless otherwise specified, cable trenches shall be excavated to a minimum depth of 18 inches (0.5 m) below finished grade per NEC Table 300.5, except as follows:

(1) When off the airport or crossing under a roadway or driveway, the minimum depth shall be 36 inches (91 cm) unless otherwise specified.

(2) Minimum cable depth when crossing under a railroad track, shall be 42 inches (1 m) unless otherwise specified.

Dewatering necessary for cable installation, erosion and turbidity control, per Federal, state, and local requirements is incidental to its respective pay items as part of Item L-108. The cost of all excavation regardless of type of material encountered, shall be included in the unit price bid for the L-108 Item.

The Contractor shall excavate all cable trenches to a width not less than 6 inches (150 mm). Unless otherwise specified on the plans, all cables in the same location and running in the same general direction shall be installed in the same trench.

A string line or other approved method shall be used as a guide for excavation of straight trenches. A divergence greater than 12" from this line will not be acceptable and will require re-trenching and installation of new cables at no additional cost to the Owner.

The width of the trench shall be increased so that there is 1 inch of space between cables and 2 inches of space between the outside cables and the wall of the trench.

When rock is encountered, the rock shall be removed to a depth of at least 3 inches (75 mm) below the required cable depth and it shall be replaced with bedding material of earth or sand containing no mineral aggregate particles that would be retained on a 1/4 inch (6 mm) sieve. Flowable backfill material may alternatively be used. The Contractor shall ascertain the type of soil or rock to be excavated before bidding. All such rock removal shall be performed and paid for under ~~Item P-152~~ *the respective trenching or conduit or duct bank pay item*.

Duct bank or conduit markers temporarily removed for trench excavations shall be replaced as required.

It is the Contractor's responsibility to locate existing utilities within the work area prior to excavation. Where existing active cables cross proposed installations, the Contractor shall ensure that these cables are adequately protected. Where crossings are unavoidable, no splices will be allowed in the existing cables, except as specified on the plans. Installation of new cable where such crossings must occur shall proceed as follows:

(1) Existing cables shall be located manually. Unearthed cables shall be inspected to assure absolutely no damage has occurred.

(2) Trenching, etc., in cable areas shall then proceed, with approval of the Engineer, with care taken to minimize possible damage or disruption of existing cable, including careful backfilling in area of cable.

In the event that any previously identified cable is damaged during the course of construction, the Contractor shall be responsible for the complete repair or replacement.

b. Backfilling. After the cable has been installed, the trench shall be backfilled. The first layer of backfill in the trench shall be 3 inches (75 mm) deep, loose measurement, and shall be either earth or sand containing no mineral aggregate particles that would be retained on a 1/4 inch (6 mm) sieve. This layer shall not be compacted. The second layer shall be 5 inches (125 mm) deep, loose measurement, and shall contain no particles that would be retained on a one inch (25 mm) sieve. The remaining third and subsequent layers of backfill shall not exceed 8 inches (20 cm) of loose measurement and be excavated or imported material and shall not contain stone or aggregate larger than 4 inches (100 mm) maximum diameter.

The second and subsequent layers shall be thoroughly tamped and compacted to at least the density of the adjacent undisturbed soil, and to the satisfaction of the Engineer. If necessary to obtain the desired compaction, the backfill material shall be moistened or aerated as required.

If the cable is to be installed in locations or areas where other compaction requirements are specified (under pavements, embankments, etc.) the compaction requirements per Item P-152 for that area shall be followed.

Trenches shall not contain pools of water during backfilling operations. The trench shall be completely backfilled and tamped level with the adjacent surface, except that when turf is to be established over the trench, the backfilling shall be stopped at an appropriate depth consistent with the type of turfing operation to be accommodated. A proper allowance for settlement shall also be provided. Any excess excavated material shall be removed and disposed of per the plans and specifications.

Underground electrical warning (caution) tape shall be installed in the trench above all direct-buried cable. Contractor shall submit a sample of the proposed warning tape for acceptance by the Engineer. If not shown on the plans, the warning tape shall be located 6 inches (150 mm) above the direct-buried cable or the counterpoise wire if present. A 4-6 inch (100 - 150 mm) wide polyethylene film detectable tape, with a metalized foil core, shall be installed above all direct buried cable or counterpoise. The tape shall be of the color and have a continuous legend as indicated on the plans. The tape shall be installed 8 inch (200 mm) minimum below finished grade.

Backfilling from two direc¬tions will not be allowed. No backfilling will be accomplished without the approval of the Engineer. The Construction Observer will coordinate with the Contractor for advance scheduling of trench inspection.

c. Restoration. Following restoration of all trenching near airport movement surfaces, the Contractor shall visually inspect the area for foreign object debris (FOD) and remove any that is found. Where soil and sod has been removed, it shall be replaced as soon as possible after the backfilling is completed. All areas disturbed by work shall be restored to its original condition. The restoration shall include the sodding, topsoiling, seeding, and mulching as shown on the plans. The Contractor shall be held responsible for maintaining all disturbed surfaces and replacements until final acceptance. When trenching is through paved areas, restoration shall be equal to existing conditions and compaction shall meet the requirements of Item P-152. Restoration shall be considered incidental to the pay item of which it is a component part.

Following restoration of all trenching near airport movement surfaces, the Contractor shall thoroughly visually inspect the area for foreign object debris (FOD), and remove any such FOD that is found. This FOD inspection and removal shall be considered incidental to the pay item of which it is a component part.

108-3.4 CABLE MARKERS FOR DIRECT BUIRED CABLE. The location of direct buried circuits shall be marked by a concrete slab marker, 2 feet (60 cm) square and 4-6 inch (10 - 15 cm) thick, extending approximately one inch (25 mm) above the surface. Each cable run from a line of lights and signs to the equipment vault shall be marked at approximately every 200 feet (61 m) along the cable run, with an additional marker at each change of direction of cable run. All other direct-buried cable shall be marked in the same manner. Cable markers shall be installed directly above the cable. The Contractor shall impress the word “CABLE” and directional arrows on each cable marking slab. The letters shall be approximately 4 inches (100 mm) high and 3 inches (75 mm) wide, with width of stroke 1/2 inch (12 mm) and 1/4 inch (6 mm) deep.

At the location of each underground cable connection, except at lighting units, or isolation transformers, or power a concrete marker slab must mark adapters placed above the connection. The Contractor shall impress the word “SPLICE” on each slab. The Contractor also shall impress additional circuit identification symbols on each slab as directed by the Engineer. All cable markers and splice markers shall be painted international orange. Paint shall be specifically manufactured for uncured exterior concrete. After placement, all cable or splice markers shall be given one coat of high-visibility aviation orange paint as approved by the Engineer. Furnishing and installation of cable markers is incidental to the respective cable pay item.

After placement, all cable or splice markers shall be given one coat of high-visibility aviation orange paint, as approved by the Engineer.

108-3.5 SPLICING. Connections of the type shown on the plans shall be made by experienced personnel regularly engaged in this type of work and shall be made as follows:

a. Cast splices. These shall be made by using crimp connectors for jointing conductors. Molds shall be assembled, and the compound shall be mixed and poured per the manufacturer’s instructions and to the satisfaction of the Engineer.

b. Field-attached plug-in splices. These shall be assembled per the manufacturer's instructions. These splices shall be made by plugging directly into mating connectors. In all cases the joint where the connectors come together shall be wrapped with at least one layer of rubber or synthetic rubber tape and one layer of plastic tape, one-half lapped, extending at least 1-1/2 inches (38 mm) on each side of the joint.

c. Factory-molded plug-in splices. These shall be made by plugging directly into mating connectors. In all cases, the joint where the connectors come together shall be wrapped with at least one layer of rubber or synthetic rubber tape and one layer of plastic tape, one-half lapped, extending at least 1-1/2 inches (38 mm) on each side of the joint.

d. Taped or heat-shrink splices. A taped splice shall be made in the following manner:

Bring the cables to their final position and cut so that the conductors will butt. Remove insulation and jacket allowing for bare conductor of proper length to fit compression sleeve connector with 1/4 inch (6 mm) of bare conductor on each side of the connector. Prior to splicing, the two ends of the cable insulation shall be penciled using a tool designed specifically for this purpose and for cable size and type. Do not use emery paper on splicing operation since it contains metallic particles. The copper conductors shall be thoroughly cleaned. Join the conductors by inserting them equidistant into the compression connection sleeve. Crimp conductors firmly in place with crimping tool that requires a complete crimp before tool can be removed. Test the crimped connection by pulling on the cable. Scrape the insulation to assure that the entire surface over which the tape will be applied (plus 3 inches (75 mm) on each end) is clean. After scraping wipe the entire area with a clean lint-free cloth. Do not use solvents.

Apply high-voltage rubber tape one-half lapped over bare conductor. This tape should be tensioned as recommended by the manufacturer. Voids in the connector area may be eliminated by highly elongating the tape, stretching it just short of its breaking point. Throughout the rest of the splice less tension should be used. Always attempt to exactly half-lap to produce a uniform buildup. Continue buildup to 1-1/2 times cable diameter over the body of the splice with ends tapered a distance of approximately one inch (25 mm) over the original jacket. Cover rubber tape with two layers of vinyl pressure-sensitive tape one-half lapped. Do not use glyptol or lacquer over vinyl tape as they react as solvents to the tape. No further cable covering or splice boxes are required.

Heat shrinkable tubing shall be installed following manufacturer's instructions. Direct flame heating shall not be permitted unless recommended by the manufacturer. Cable surfaces within the limits of the heat-shrink application shall be clean and free of contaminates prior to application.

Surfaces of equipment or conductors being terminated or connected shall be prepared in accordance with industry standard practice and manufacturer's recommendations. All surfaces to be connected shall be thoroughly cleaned to remove all dirt, grease, oxides, nonconductive films, or other foreign material. Paints and other nonconductive coatings shall be removed to expose base metal. Clean all surfaces at least 1/4 inch (6.4 mm) beyond all sides of the larger bonded area on all mating surfaces. Use a joint compound suitable for the materials used in the connection. Repair painted/coated surface to original condition after completing the connection.

108-3.6 BARE COUNTERPOISE WIRE INSTALLATION FOR LIGHTNING PROTECTION AND GROUNDING. If shown on the plans or included in the job specifications, bare solid #6 AWG copper counterpoise wire shall be installed for lightning protection of the underground cables. The Engineer shall select one of two methods of lightning protection for the airfield lighting circuit based on the frequency of local lightning:

a. Equipotential. – may be used by the Engineer for areas that have high rates of lightning strikes. This is where the counterpoise is bonded to the light base (edge lights included) and counterpoise size is determined by the Engineer.

~~**b. Isolation** – used in areas where lightning strikes are not common. The counterpoise is not bonded to edge light fixtures, in-pavement fixtures are boned to the counterpoise. Counterpoise size is selected by the Engineer.~~

Counterpoise wire shall be installed in the same trench for the entire length of buried cable, conduits and duct banks that are installed to contain airfield cables.

~~For edge light fixtures installed in turf (stabilized soils) and for raceways or cables adjacent to the full strength pavement edge, the counterpoise conductor shall be installed halfway between the pavement edge and the light base, mounting stake, raceway, or cable.~~

The counterpoise conductor shall be installed 8 inches (203 mm) minimum below grade.

Each light base or mounting stake shall be provided with a grounding electrode.

When a metallic light base is used, the grounding electrode shall be bonded to the metallic light base or mounting stake with a No. 6 AWG bare, annealed or soft drawn, solid copper conductor.

~~When a nonmetallic light base is used, the grounding electrode shall be bonded to the metallic light fixture or metallic base plate with a No. 6 AWG bare, annealed or soft drawn, solid copper conductor.~~

For raceways installed under pavement; for raceways and cables not installed adjacent to the full strength pavement edge; for fixtures installed in full strength pavement and shoulder pavement and for optional method of edge lights installed in turf (stabilized soils); and for raceways or cables adjacent to the full strength pavement edge, the counterpoise conductor shall be centered over the raceway or cable to be protected as described below.

~~The counterpoise conductor shall be installed no less than 8 inches (203 mm) above the raceway or cable to be protected, except as permitted below.~~

The minimum counterpoise conductor height above the raceway or cable to be protected shall be permitted to be adjusted subject to coordination with the airfield lighting and pavement designs.

Where raceway is installed by the directional bore, jack and bore, or other drilling method, the counterpoise conductor shall be permitted to be installed concurrently with the directional bore, jack and bore, or other drilling method raceway, external to the raceway or sleeve.

The counterpoise conductor shall be installed no more than 12 inches (305 mm) above the raceway or cable to be protected.

The counterpoise conductor height above the protected raceway(s) or cable(s) shall be calculated to ensure that the raceway or cable is within a 45-degree area of protection.

The counterpoise conductor shall be bonded to each metallic light base, mounting stake, and metallic airfield lighting component.

All metallic airfield lighting components in the field circuit on the output side of the constant current regulator (CCR) or other power source shall be bonded to the airfield lighting counterpoise system.

The counterpoise wire shall also be exothermically welded to ground rods installed as shown on the plans but not more than 500 feet (150 m) apart around the entire circuit. The counterpoise system shall be continuous and terminate at the transformer vault or at the power source. It shall be securely attached to the vault or equipment external ground ring or other made electrode-grounding system. The connections shall be made as shown on the plans and in the specifications.

If shown on the plans or in the specifications, a separate equipment (safety) ground system shall be provided in addition to the counterpoise wire using one of the following methods:

c. A ground rod installed at and securely attached to each light fixture base, mounting stake, and to all metal surfaces at junction/access structures via #6 AWG wire.

~~**d.** For parallel voltage systems only, install a #6 AWG green insulated equipment ground conductor internal to the conduit system and securely attached it to each light fixture base internal grounding lug and to all metal surfaces at junction/access structures. Dedicated ground rods shall be installed and exothermically welded to the counterpoise wires at each end of a duct bank crossing under pavement.~~

Where an existing airfield lighting system is being extended or modified, the new counterpoise conductors shall be interconnected to existing counterpoise conductors at each intersection of the new and existing airfield lighting counterpoise systems.

108-3.7 COUNTERPOISE INSTALLATION ABOVE MULTIPLE CONDUITS AND DUCT BANKS. Counterpoise wires shall be installed above multiple conduits/duct banks for airfield lighting cables, with the intent being to provide a complete area of protection over the airfield lighting cables. When multiple conduits and/or duct banks for airfield cable are installed in the same trench, the number and location of counterpoise wires above the conduits shall be adequate to provide a complete cone of protection measured 22-1/2 degrees each side of vertical.

Where duct banks pass under pavement to be constructed in the project, the counterpoise shall be placed above the duct bank. Reference details on the construction plans.

Dedicated ground rods shall be installed and exothermically welded to the counterpoise wire at each end of a duct bank crossing under pavement.

108-3.8 COUNTERPOISE INSTALLATION AT EXISTING DUCT BANKS. When airfield lighting cables are indicated on the plans to be routed through existing duct banks, the new counterpoise wiring shall be terminated at ground rods at each end of the existing duct bank where the cables being protected enter and exit the duct bank. The new counterpoise conductor shall be bonded to the existing counterpoise system.

108-3.9 EXOTHERMIC BONDING. Bonding of counterpoise wire shall be by the exothermic welding process. Only personnel experienced in and regularly engaged in this type of work shall make these connections.

Contractor shall demonstrate to the satisfaction of the Engineer, the welding kits, materials and procedures to be used for welded connections prior to any installations in the field. The installations shall comply with the manufacturer's recommendations and the following:

a. All slag shall be removed from welds.

b. Using an exothermic weld to bond the counterpoise to a lug on a galvanized light base is not recommended unless the base has been specially modified. Consult the manufacturer's installation directions for proper methods of bonding copper wire to the light base. See also AC 150/5340-30 for galvanized light base exception.

c. If called for in the plans, all buried copper and weld material at weld connections shall be thoroughly coated with 6 mm of 3M™ Scotchkote™, or approved equivalent, or coated with coal tar Bitumastic® material to prevent surface exposure to corrosive soil or moisture.

108-3.10 TESTING. The Contractor shall furnish all necessary equipment and appliances for testing the airport electrical systems and underground cable circuits before and after installation. The Contractor shall perform all tests in the presence of the Engineer. The Contractor shall demonstrate the electrical characteristics to the satisfaction of the Engineer. All costs for testing are incidental to the respective item being tested. For phased projects, the tests must be completed by phase. The Contractor must maintain the test results throughout the entire project as well as during the warranty period that meet the following:

a. Earth resistance testing methods shall be submitted to the Engineer for approval. Earth resistance testing results shall be recorded on an approved form and testing shall be performed in the presence of the Engineer. All such testing shall be at the sole expense of the Contractor.

b. Should the counterpoise or ground grid conductors be damaged or suspected of being damaged by construction activities the Contractor shall test the conductors for continuity with a low resistance ohmmeter. The conductors shall be isolated such that no parallel path exists and tested for continuity. The Engineer shall approve of the test method selected. All such testing shall be at the sole expense of the Contractor.

After installation, the Contractor shall test and demonstrate to the satisfaction of the Engineer the following:

c. That all affected lighting power and control circuits (existing and new) are continuous and free from short circuits.

d. That all affected circuits (existing and new) are free from unspecified grounds.

e. That the insulation resistance to ground of all new non-grounded high voltage series circuits or cable segments is not less than 500 megohms.

f. That the insulation resistance to ground of all new non-grounded conductors of new multiple circuits or circuit segments is not less than 100 megohms.

g. That all affected circuits (existing and new) are properly connected per applicable wiring diagrams.

h. That all affected circuits (existing and new) are operable. Tests shall be conducted that include operating each control not less than 10 times and the continuous operation of each lighting and power circuit for not less than 1/2 hour.

i. That the impedance to ground of each ground rod does not exceed 25 ohms prior to establishing connections to other ground electrodes. The fall-of-potential ground impedance test shall be used, as described by American National Standards Institute/Institute of Electrical and Electronic Engineers (ANSI/IEEE) Standard 81, to verify this requirement. As an alternate, clamp-on style ground impedance test meters may be used to satisfy the impedance testing requirement. Test equipment and its calibration sheets shall be submitted for review and approval by the Engineer prior to performing the testing.

Two copies of tabulated results of all cable tests performed shall be supplied by the Contractor to the Engineer. Where connecting new cable to existing cable, ground resistance tests shall be performed on the new cable prior to connection to the existing circuit.

There are no approved “repair” procedures for items that have failed testing other than complete replacement.

METHOD OF MEASUREMENT

108-4.1 Trenching shall be measured by the linear feet (meters) of trench, including the excavation, backfill, and restoration, completed, measured as excavated, and accepted as satisfactory. When specified, separate measurement shall be made for trenches of various specified widths.

The cost of all excavation, backfill, dewatering and restoration regardless of the type of material encountered shall be included in the unit price bid for the work.

108-4.2 Cable or counterpoise wire installed in trench, duct bank or conduit shall be measured by the number of linear feet (meters) installed and grounding connectors, and trench marking tape ready for operation, and accepted as satisfactory. Separate measurement shall be made for each cable or counterpoise wire installed in trench, duct bank or conduit. The measurement for this item shall include additional quantities required for slack.

~~**108-4.3** Ground rods shall be measured by each 10-foot section installed complete.~~

BASIS OF PAYMENT

108-5.1 Payment will be made at the contract unit price for trenching, cable and bare counterpoise wire installed in trench (direct-buried), or cable and equipment ground installed in duct bank or conduit, in place by the Contractor and accepted by the Engineer. This price shall be full compensation for furnishing all materials and for all preparation and installation of these materials, and for all labor, equipment, tools, and incidentals, including ground rods and ground connectors and trench marking tape, necessary to complete this item.

Payment will be made under:

~~Item L-108-5.1~~	~~Trenching for direct-buried cable, 18 inch minimum depth - per linear foot~~
Item L-108-5.1	No. 8 AWG**,** 5 kV**,** L-824**,** Type C Cable, Installed in Trench, Duct Bank or Conduit - per linear foot
Item L-108-5.2	No. 6 AWG, Solid, Bare Counterpoise Wire, Installed in Trench, Above the Duct Bank or Conduit, Including Ground Rods and Ground Connectors - per linear foot
~~Item L-108-5.4~~	~~No. 6 AWG, Insulated, Stranded Equipment Ground, Installed in Duct Bank or Conduit - per linear foot~~

MATERIAL REQUIREMENTS

AC 150/5340-26	Maintenance of Airport Visual Aid Facilities
AC 150/5340-30	Design and Installation Details for Airport Visual Aids
AC 150/5345-7	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
AC 150/5345-26	Specification for L-823 Plug and Receptacle, Cable Connectors
AC 150/5345-53	Airport Lighting Equipment Certification Program
Commercial Item Description A-A-59544	Cable and Wire, Electrical (Power, Fixed Installation)
Commercial Item Description A-A-55809	Insulation Tape, Electrical, Pressure-Sensitive Adhesive, Plastic
ASTM B3	Standard Specification for Soft or Annealed Copper Wire
ASTM B8	Standard Specification for Concentric-Lay-Stranded Copper Conductors, Hard, Medium-Hard, or Soft

ASTM B33	Standard Specification for Tin-Coated Soft or Annealed Copper Wire for Electrical Purposes
ASTM D4388	Standard Specification for Nonmetallic Semi-Conducting and Electrically Insulating Rubber Tapes
FED SPEC J-C-30	Cable and Wire, Electrical (Power, Fixed Installation)
MIL-I-24391	Insulation Tape, Electrical, Plastic, Pressure Sensitive

REFERENCE DOCUMENTS

NFPA-70	National Electrical Code (NEC)
NFPA-780	Standard for the Installation of Lightning Protection Systems
MIL-S-23586F	Performance Specification: Sealing Compound (with Accelerator), Silicone Rubber, Electrical
ANSI/IEEE STD 81	IEEE Guide for Measuring Earth Resistivity, Ground Impedance, and Earth Surface Potentials of a Ground System

END OF ITEM L-108

ITEM L-110 AIRPORT UNDERGROUND ELECTRICAL DUCT BANKS AND CONDUITS

DESCRIPTION

110-1.1 This item shall consist of underground electrical conduits and duct banks (single or multiple conduits encased in concrete or buried in sand) installed per this specification at the locations and per the dimensions, designs, and details shown on the plans. This item shall include furnishing and installing of all underground electrical duct banks and individual and multiple underground conduits. It shall also include all turfing trenching, backfilling, removal, and restoration of any paved or turfed areas; concrete encasement, mandrelling, pulling lines, duct markers, plugging of conduits, and the testing of the installation as a completed system ready for installation of cables per the plans and specifications. This item shall also include furnishing and installing conduits and all incidentals for providing positive drainage of the system. Verification of existing ducts is incidental to the pay items provided in this specification.

EQUIPMENT AND MATERIALS

110-2.1 GENERAL.

a. All equipment and materials covered by referenced specifications shall be subject to acceptance through manufacturer's certification of compliance with the applicable specification when requested by the Engineer.

b. Manufacturer's certifications shall not relieve the Contractor of the responsibility to provide materials per these specifications and acceptable to the Engineer. Materials supplied and/or installed that do not comply with these specifications shall be removed, when directed by the Engineer and replaced with materials, that comply with these specifications, at the Contractor's cost.

c. All materials and equipment used to construct this item shall be submitted to the Engineer for approval prior to ordering the equipment. Submittals consisting of marked catalog sheets or shop drawings shall be provided. Submittal data shall be presented in a clear, precise and thorough manner. Original catalog sheets are preferred. Photocopies are acceptable provided they are as good a quality as the original. Clearly and boldly mark each copy to identify products or models applicable to this project. Indicate all optional equipment and delete non-pertinent data. Submittals for components of electrical equipment and systems shall identify the equipment for which they apply on each submittal sheet. Markings shall be made bold and clear with arrows or circles (highlighting is not acceptable). The Contractor is solely responsible for delays in project that accrue directly or indirectly from late submissions or resubmissions of submittals.

d. The data submitted shall be sufficient, in the opinion of the Engineer, to determine compliance with the plans and specifications. The Contractor's submittals shall be neatly bound in a properly sized 3-ring binder, tabbed by specification section. The Engineer reserves the right to reject any and all equipment, materials or procedures that do not meet the system design and the standards and codes specified in this document.

e. All equipment and materials furnished and installed under this section shall be guaranteed against defects in materials and workmanship for a period of at least twelve (12) months from final acceptance by the Owner. The defective materials and/or equipment shall be repaired or replaced, at the Owner's discretion, with no additional cost to the Owner.

f. *Airport lighting equipment and materials shall meet the requirements outlined in Item SS-300.*

110-2.2 STEEL CONDUIT. Rigid galvanized steel (RGS) conduit and fittings shall be hot dipped galvanized inside and out and conform to the requirements of Underwriters Laboratories Standards 6,

514B, and 1242. All RGS conduits or RGS elbows installed below grade, in concrete, permanently wet locations or other similar environments shall be painted with a 10 mil thick coat of asphaltum sealer or shall have a factory bonded polyvinyl chloride (PVC) cover. Any exposed galvanizing or steel shall be coated with 10 mil of asphaltum sealer. When using PVC coated RGS conduit, care shall be exercised not to damage the factory PVC coating. Damaged PVC coating shall be repaired per the manufacturer's written instructions.

110-2.3 PLASTIC CONDUIT. Plastic conduit and fittings-shall conform to the following requirements:

- UL 514B covers W-C-1094-Conduit fittings all types, classes 1 thru 3 and 6 thru 10.
- UL 514C covers W-C-1094- all types, Class 5 junction box and cover in plastic (PVC).
- UL 651 covers W-C-1094-Rigid PVC Conduit, types I and II, Class 4.
- UL 651A covers W-C-1094-Rigid PVC Conduit and high density polyethylene (HDPE) Conduit type III and Class 4.

Underwriters Laboratories Standards UL-651 and Article 352 of the current National Electrical Code shall be one of the following, as shown on the plans:

a. Type I–Schedule 40 PVC suitable for underground use either direct-buried or encased in concrete.

b. Type II–Schedule 40 PVC suitable for either above ground or underground use.

c. Type III – Schedule 80 PVC suitable for either above ground or underground use either direct-buried or encased in concrete.

d. Type III –HDPE pipe, minimum standard dimensional ratio (SDR) 11, suitable for placement with directional boring under pavement.

The type of solvent cement shall be as recommended by the conduit/fitting manufacturer.

110-2.4 SPLIT CONDUIT. Split conduit shall be pre-manufactured for the intended purpose and shall be made of steel or plastic.

110-2.5 CONDUIT SPACERS. Conduit spacers shall be prefabricated interlocking units manufactured for the intended purpose. They shall be of double wall construction made of high grade, high density polyethylene complete with interlocking cap and base pads, They shall be designed to accept No. 4 reinforcing bars installed vertically.

110-2.6 CONCRETE. Concrete shall conform to Item P-610, Structural Portland Cement Concrete, using 1 inch maximum size coarse aggregate with a minimum 28-day compressive strength of 3500 psi. Where reinforced duct banks are specified, reinforcing steel shall conform to ASTM A615 Grade 60. Concrete and reinforcing steel are incidental to the respective pay item of which they are a component part.

~~**110-2.7 FLOWABLE BACKFILL.** Flowable material used to back fill conduit and duct bank trenches shall conform to the requirements of Item P-153, Controlled Low Strength Material. Fill shall be designed to achieve a 28-day compressive strength of 200 psi (1.4 MPa) under pavement.~~

110-2.8 DETECTABLE WARNING TAPE. Plastic, detectable, American Wood Preservers Association (AWPA) Red (electrical power lines, cables, conduit and lighting cable) with continuous

legend magnetic tape shall be polyethylene film with a metallized foil core and shall be 3-6 inches (75-150 mm) wide. Detectable tape is incidental to the respective bid item.

CONSTRUCTION METHODS

110-3.1 GENERAL. The Contractor shall install underground duct banks and conduits at the approximate locations indicated on the plans. The Engineer shall indicate specific locations as the work progresses, if required to differ from the plans. Duct banks and conduits shall be of the size, material, and type indicated on the plans or specifications. Where no size is indicated on the plans or in the specifications, conduits shall be not less than 2 inches (50 mm) inside diameter or comply with the National Electrical Code based on cable to be installed, whichever is larger. All duct bank and conduit lines shall be laid so as to grade toward access points and duct or conduit ends for drainage. Unless shown otherwise on the plans, grades shall be at least 3 inches (75 mm) per 100 feet (30 m). On runs where it is not practicable to maintain the grade all one way, the duct bank and conduit lines shall be graded from the center in both directions toward access points or conduit ends, with a drain into the storm drainage system. Pockets or traps where moisture may accumulate shall be avoided. No duct bank or underground conduit shall be less than ~~18~~ *24* inches ~~(0.5 m)~~ *(0.6 m)* below finished grade. Where under pavement, the top of the duct bank shall not be less than 18 inches (0.5 m) below the subgrade.

The Contractor shall mandrel each individual conduit whether the conduit is direct-buried or part of a duct bank. An iron-shod mandrel, not more than 1/4 inch (6 mm) smaller than the bore of the conduit shall be pulled or pushed through each conduit. The mandrel shall have a leather or rubber gasket slightly larger than the conduit hole.

The Contractor shall swab out all conduits/ducts and clean base can, manhole, pull boxes, etc., interiors IMMEDIATELY prior to pulling cable. Once cleaned and swabbed the light bases, manholes, pull boxes, etc., and all accessible points of entry to the duct/conduit system shall be kept closed except when installing cables. Cleaning of ducts, base cans, manholes, etc., is incidental to the pay item of the item being cleaned. All raceway systems left open, after initial cleaning, for any reason shall be recleaned at the Contractor's expense. All accessible points shall be kept closed when not installing cable. The Contractor shall verify existing ducts proposed for use in this project as clear and open. The Contractor shall notify the Engineer of any blockage in the existing ducts.

For pulling the permanent wiring, each individual conduit, whether the conduit is direct-buried or part of a duct bank, shall be provided with a 200 pound (90 kg) test polypropylene pull rope. The ends shall be secured and sufficient length shall be left in access points to prevent it from slipping back into the conduit. Where spare conduits are installed, as indicated on the plans, the open ends shall be plugged with removable tapered plugs, designed for this purpose.

All conduits shall be securely fastened in place during construction and shall be plugged to prevent contaminants from entering the conduits. Any conduit section having a defective joint shall not be installed. Ducts shall be supported and spaced apart using approved spacers at intervals not to exceed 5 feet (1.5 m).

Unless otherwise shown on the plans, concrete encased duct banks shall be used when crossing under pavements expected to carry aircraft loads, such as runways, taxiways, taxilanes, ramps and aprons. When under paved shoulders and other paved areas, conduit and duct banks shall be encased using flowable fill for protection.

All conduits within concrete encasement of the duct banks shall terminate with female ends for ease in current and future use. Install factory plugs in all unused ends. Do not cover the ends or plugs with concrete.

Where turf is well established and the sod can be removed, it shall be carefully stripped and properly stored.

Trenches for conduits and duct banks may be excavated manually or with mechanical trenching equipment unless in pavement, in which case they shall be excavated with mechanical trenching equipment. Walls of trenches shall be essentially vertical so that a minimum of shoulder surface is disturbed. Blades of graders shall not be used to excavate the trench.

The Contractor shall provide a staked centerline or offset for the duct and manhole system - utilizing the drawings and a site inspection of the existing grounds, grades, and utility crossings. The Owner and Engineer shall approve the staking plan that shall be indicated on a drawing submitted for approval before starting any excavation for the ducts. The staking plan shall indicate the proposed location, elevation and dimensions of manholes and handholes. The Engineer reserves the right to adjust duct, manhole, and handhole locations and elevations before installation at no additional cost to the Owner.

The bottom surface of trenches shall be essentially smooth and free from coarse aggregate.

When rock is encountered, the rock shall be removed to a depth of at least 3 inches (75 mm) below the required conduit or duct bank depth and it shall be replaced with bedding material of earth or sand containing no mineral aggregate particles that would be retained on a 1/4 inch (6 mm) sieve. Flowable backfill ~~may alternatively~~ *shall not* be used The Contractor shall ascertain the type of soil or rock to be excavated before bidding. All such rock removal shall be performed and paid for under ~~Item P-152~~ *the respective trenching or conduit or duct bank pay item*.

Underground electrical warning (Caution) tape shall be installed in the trench above all underground duct banks and conduits in unpaved areas. Contractor shall submit a sample of the proposed warning tape for approval by the Engineer. If not shown on the plans, the warning tape shall be located 6 inches above the duct/conduit or the counterpoise wire if present.

Joints in plastic conduit shall be prepared per the manufacturer's recommendations for the particular type of conduit. Plastic conduit shall be prepared by application of a plastic cleaner and brushing a plastic solvent on the outside of the conduit ends and on the inside of the couplings. The conduit fitting shall then be slipped together with a quick one-quarter turn twist to set the joint tightly. Where more than one conduit is placed in a single trench, or in duct banks, joints in the conduit shall be staggered a minimum of 2 feet (60 cm).

Changes in direction of runs exceeding 10 degrees, either vertical or horizontal, shall be accomplished using manufactured sweep bends.

Whether or not specifically indicated on the drawings, where the soil encountered at established duct bank grade is an unsuitable material, as determined by the Engineer, the unsuitable material shall be removed per Item P-152 and replaced with suitable material. Alternatively, additional duct bank supports that are adequate and stable shall be installed, as approved by the Engineer.

All excavation shall be unclassified and shall be considered incidental to the respective L-110 pay item of which it is a component part. Dewatering necessary for duct installation, erosion and turbidity control, per Federal, state, and local requirements is incidental to its respective pay item as a part of Item L-110. The cost of all excavation regardless of type of material encountered, shall be included in the unit price bid for the L-110 Item.

Unless otherwise specified, excavated materials that are deemed by the Engineer to be unsuitable for use in backfill or embankments shall be removed and disposed of offsite.

Any excess excavation shall be filled with suitable material approved by the Engineer and compacted per Item P-152.

It is the Contractor's responsibility to locate existing utilities within the work area prior to excavation. Where existing active cables) cross proposed installations, the Contractor shall ensure that these cables are adequately protected. Where crossings are unavoidable, no splices will be allowed in the existing cables, except as specified on the plans. Installation of new cable where such crossings must occur shall proceed as follows:

a. Existing cables shall be located manually. Unearthed cables shall be inspected to assure absolutely no damage has occurred.

b. Trenching, etc., in cable areas shall then proceed with approval of the Engineer, with care taken to minimize possible damage or disruption of existing cable, including careful backfilling in area of cable.

In the event that any previously identified cable is damaged during the course of construction, the Contractor shall be responsible for the complete repair.

110-3.2 Duct banks. Unless otherwise shown in the plans, duct banks shall be installed so that the top of the concrete envelope is not less than 18 inches (0.5 m) below the bottom of the base or stabilized base course layers where installed under runways, taxiways, aprons, or other paved areas, and not less than ~~18~~ *24* inches ~~(0.5 m)~~ *(0.6 m)* below finished grade where installed in unpaved areas.

Unless otherwise shown on the plans, duct banks under paved areas shall extend at least 3 feet (1 m) beyond the edges of the pavement or 3 feet (1 m) beyond any under drains that may be installed alongside the paved area. Trenches for duct banks shall be opened the complete length before concrete is placed so that if any obstructions are encountered, provisions can be made to avoid them. Unless otherwise shown on the plans, all duct banks shall be placed on a layer of concrete not less than 3 inches (75 mm) thick prior to its initial set. The Contractor shall space the conduits not less than 3 inch (75 mm) apart (measured from outside wall to outside wall). All such multiple conduits shall be placed using conduit spacers applicable to the type of conduit. As the conduit laying progresses, concrete shall be placed around and on top of the conduits not less than 3 inches (75 mm) thick unless otherwise shown on the plans. All conduits shall terminate with female ends for ease of access in current and future use. Install factory plugs in all unused ends. Do not cover the ends or plugs with concrete.

Conduits forming the duct bank shall be installed using conduit spacers. No. 4 reinforcing bars shall be driven vertically into the soil a minimum of 6 inches (150 mm) to anchor the assembly into the earth prior to placing the concrete encasement. For this purpose, the spacers shall be fastened down with locking collars attached to the vertical bars. Spacers shall be installed at 5-foot (1.5-m) intervals. Spacers shall be in the proper sizes and configurations to fit the conduits. Locking collars and spacers shall be submitted to the Engineer for review prior to use.

When specified, the Contractor shall reinforce the bottom side and top of encasements with steel reinforcing mesh or fabric or other approved metal reinforcement. When directed, the Contractor shall supply additional supports where the ground is soft and boggy, where ducts cross under roadways, or where shown on the plans. Under such conditions, the complete duct structure shall be supported on reinforced concrete footings, piers, or piles located at approximately 5-foot (1.5-m) intervals.

All pavement surfaces that are to have ducts installed therein shall be neatly saw cut to form a vertical face. All excavation shall be included in the contract with price for the duct. *All concrete/asphalt pavement removal and repair work shall be installed as separate pay items in accordance with Specification P-101 Surface Preparation.*

Install a plastic, detectable, color as noted, 3 to 6 inches (75 to 150 mm) wide tape, 8 inches (200 mm) minimum below grade above all underground conduit or duct lines not installed under pavement. Utilize the 3-inch (75-mm) wide tape only for single conduit runs. Utilize the 6-inch (150-mm) wide tape for

multiple conduits and duct banks. For duct banks equal to or greater than 24 inches (600 mm) in width, utilize more than one tape for sufficient coverage and identification of the duct bank as required.

When existing cables are to be placed in split duct, encased in concrete, the cable shall be carefully located and exposed by hand tools. Prior to being placed in duct, the Engineer shall be notified so that he may inspect the cable and determine that it is in good condition. Where required, split duct shall be installed as shown on the drawings or as required by the Engineer.

110-3.3 CONDUITS WITHOUT CONCRETE ENCASEMENT. Trenches for single-conduit lines shall be not less than 6 inches (150 mm) nor more than 12 inches (300 mm) wide. The trench for 2 or more conduits installed at the same level shall be proportionately wider. Trench bottoms for conduits without concrete encasement shall be made to conform accurately to grade so as to provide uniform support for the conduit along its entire length.

Unless otherwise shown on the plans, a layer of fine earth material, at least 4 inches (100 mm) thick (loose measurement) shall be placed in the bottom of the trench as bedding for the conduit. The bedding material shall consist of soft dirt, sand or other fine fill, and it shall contain no particles that would be retained on a 1/4 inch (6 mm) sieve. The bedding material shall be tamped until firm. Flowable backfill ~~may alternatively~~ *shall not* be used.

Unless otherwise shown on plans, conduits shall be installed so that the tops of all conduits within the Airport's secured area where trespassing is prohibited are at least 18 inches (0.5 m) below the finished grade. Conduits outside the Airport's secured area shall be installed so that the tops of the conduits are at least 24 inches (60 cm) below the finished grade per National Electric Code (NEC), Table 300.5.

Non-encased conduits shall convert to concrete encased ducts under all paved areas and shall extend at least 3 feet beyond the edges of the pavement unless otherwise noted.

When two or more individual conduits intended to carry conductors of equivalent voltage insulation rating are installed in the same trench without concrete encasement, they shall be spaced not less than 3 inches (75 mm) apart (measured from outside wall to outside wall) in a horizontal direction and not less than 6 inches (150 mm) apart in a vertical direction. Where two or more individual conduits intended to carry conductors of differing voltage insulation rating are installed in the same trench without concrete encasement, they shall be placed not less than 3 inches (75 mm) apart (measured from outside wall to outside wall) in a horizontal direction and not less than 6 inches (150 mm) apart in a vertical direction.

Trenches shall be opened the complete length between normal termination points before conduit is installed so that if any unforeseen obstructions are encountered, proper provisions can be made to avoid them.

Conduits shall be installed using conduit spacers. No. 4 reinforcing bars shall be driven vertically into the soil a minimum of 6 inches (150 mm) to anchor the assembly into the earth while backfilling. For this purpose, the spacers shall be fastened down with locking collars attached to the vertical bars. Spacers shall be installed at 5-foot (1.5-m) intervals. Spacers shall be in the proper sizes and configurations to fit the conduits. Locking collars and spacers shall be submitted to the Engineer for review prior to use.

110-3.4 MARKERS. The location of each end and of each change of direction of conduits and duct banks shall be marked by a concrete slab marker 2 feet (60 cm) square and 4 - 6 inches (100 - 150 mm) thick extending approximately one inch (25 mm) above the surface. The markers shall also be located directly above the ends of all conduits or duct banks, except where they terminate in a junction/access structure or building. Each cable or duct run from a line of lights and signs to the equipment vault must be marked at approximately every 200 feet (61 m) along the cable or duct run, with an additional marker at each change of direction of cable or duct run.

The Contractor shall impress the word “DUCT” or “CONDUIT” on each marker slab. Impression of letters shall be done in a manner, approved by the Engineer, for a neat, professional appearance. All letters and words must be neatly stenciled. After placement, all markers shall be given one coat of high-visibility orange paint, as approved by the Engineer. The Contractor shall also impress on the slab the number and size of conduits beneath the marker along with all other necessary information as determined by the Engineer. The letters shall be 4 inches (100 mm) high and 3 inches (75 mm) wide with width of stroke 1/2 inch (12 mm) and 1/4 inch (6 mm) deep or as large as the available space permits. Furnishing and installation of duct markers is incidental to the respective duct pay item.

Each duct or conduit run shall be marked at approximately every 200 feet (60 m) along the duct or conduit run, with an additional marker at each change of direction of duct or conduit run.

Impression of letters shall be done in a manner, approved by the Engineer, to effect a neat, professional appearance. The letters shall be stenciled neatly. After placement, all markers shall be given one coat of high-visibility orange paint, as approved by the Engineer.

110-3.5 BACKFILLING FOR CONDUITS. For conduits, 8 inches (200 mm) of sand, soft earth, or other fine fill (loose measurement) shall be placed around the conduits ducts and carefully tamped around and over them with hand tampers. The remaining trench shall then be backfilled and compacted per Item P-152 “Excavation and Embankment” except that material used for back fill shall be select material not larger than 4 inches (100 mm) in diameter.

Flowable backfill may alternatively be used.

Trenches shall not contain pools of water during back filling operations.

The trench shall be completely backfilled and tamped level with the adjacent surface; except that, where sod is to be placed over the trench, the backfilling shall be stopped at a depth equal to the thickness of the sod to be used, with proper allowance for settlement.

Any excess excavated material shall be removed and disposed of per instructions issued by the Engineer.

Backfilling from two direc¬tions will not be allowed. No backfilling will be accomplished without the approval of the Engineer. The Construction Observer will coordinate with the Contractor for advance scheduling of trench inspection.

110-3.6 BACKFILLING FOR DUCT BANKS. After the concrete has cured, the remaining trench shall be backfilled and compacted per Item P-152 “Excavation and Embankment” except that the material used for backfill shall be select material not larger than 4 inches (100 mm) in diameter. In addition to the requirements of P-152, where duct banks are installed under pavement, one moisture/density test per lift shall be made for each 250 linear feet (76 m) of duct bank or one work period’s construction, whichever is less.

Flowable backfill ~~may alternatively~~ *shall not* be used.

Trenches shall not contain pools of water during backfilling operations.

The trench shall be completely backfilled and tamped level with the adjacent surface; except that, where sod is to be placed over the trench, the backfilling shall be stopped at a depth equal to the thickness of the sod to be used, with proper allowance for settlement.

Any excess excavated material shall be removed and disposed of per instructions issued by the Engineer.

Backfilling from two direc¬tions will not be allowed. No backfilling will be accomplished without the approval of the Engineer. The Construction Observer will coordinate with the Contractor for advance scheduling of trench inspection.

110-3.7 Restoration. Where sod has been removed, it shall be replaced as soon as possible after the backfilling is completed. All areas disturbed by the work shall be restored to its original condition. The restoration shall include sodding, topsoiling, and seeding shown on the plans *of all disturbed areas*. The Contractor shall be held responsible for maintaining all disturbed surfaces and replacements until final acceptance. All restoration shall be considered incidental to the respective L-110 pay item. Following restoration of all trenching near airport movement surfaces, the Contractor shall thoroughly visually inspect the area for foreign object debris (FOD), and remove any such FOD that is found. This FOD inspection and removal shall be considered incidental to the pay item of which it is a component part.

110-3.8 Clearing of Existing Duct. *Where new cable is to be installed in existing duct, the full length of the duct shall be cleared of debris by mechanical means before the installation of the new cable. Acceptable methods of clearing existing ducts include "hydro-jetting" and "roto-rooting." All existing cables in each re-used duct shall be replaced for the length of the duct and properly spliced in a method approved by the Engineer. Clearing of existing duct banks or conduits is incidental to the cable pay item.*

METHOD OF MEASUREMENT

110-4.1 Underground conduits and duct banks shall be measured by the linear feet (meter) of conduits and duct banks installed, including encasement, locator tape, trenching and backfill with designated material, and for drain lines, the termination at the drainage structure, all measured in place, completed, and accepted. Separate measurement shall be made for the various types and sizes.

BASIS OF PAYMENT

110-5.1 Payment will be made at the contract unit price per linear foot for each type and size of conduit and duct bank completed and accepted, including trench and backfill with the designated material, and, for drain lines, the termination at the drainage structure. This price shall be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item per the provisions and intent of the plans and specifications.

Payment will be made under:

Item L-110-5.1	Non-Encased Electrical Conduit, 1-Way 2”C - per linear foot
Item L-110-5.2	Concrete Encased Electrical Conduit, 1-Way 2”C – per linear foot

MATERIAL REQUIREMENTS

Advisory Circular (AC) 150/5340-30	Design and Installation Details for Airport Visual Aids
AC 150/5345-53	Airport Lighting Equipment Certification Program
ASTM A615	Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement

ASTM D1556	Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method
ASTM D1557	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft^3(2,700 kN-m/m^3))
ASTM D2167	Standard Test Method for Density and Unit Weight of Soil in Place by the Rubber Balloon Method
ASTM D2922	Standard Test Methods for Density of Soil and Soil-Aggregate in Place by Nuclear Methods (Shallow Depth)
NFPA-70	National Electrical Code (NEC)
Underwriters Laboratories Standard 6	Electrical Rigid Metal Conduit - Steel
Underwriters Laboratories Standard 514B	Conduit, Tubing, and Cable Fittings
Underwriters Laboratories Standard 514C	Nonmetallic Outlet Boxes, Flush-Device Boxes, and Covers
Underwriters Laboratories Standard 1242	Electrical Intermediate Metal Conduit Steel
Underwriters Laboratories Standard 651	Schedule 40, 80, Type EB and A Rigid PVC Conduit and Fittings
Underwriters Laboratories Standard 651A	Type EB and A Rigid PVC Conduit and HDPE Conduit

END OF ITEM L-110

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ITEM L-115 ELECTRICAL MANHOLES AND JUNCTION STRUCTURES

DESCRIPTION

115-1.1 This item shall consist of electrical manholes and junction structures (hand holes, pull boxes, junction cans, etc.) installed per this specification, at the indicated locations and conforming to the lines, grades and dimensions shown on the plans or as required by the Engineer. This item shall include the installation of each electrical manhole and/or junction structures with all associated excavation, backfilling, sheeting and bracing, concrete, reinforcing steel, ladders, appurtenances, testing, dewatering and restoration of surfaces to the satisfaction of the Engineer.

EQUIPMENT AND MATERIALS

115-2.1 GENERAL.

a. All equipment and materials covered by referenced specifications shall be subject to acceptance through manufacturer's certification of compliance with the applicable specification when so requested by the Engineer.

b. Manufacturer's certifications shall not relieve the Contractor of the responsibility to provide materials per these specifications. Materials supplied and/or installed that do not comply with these specifications shall be removed (when directed by the Engineer) and replaced with materials that comply with these specifications at the Contractor's cost.

c. All materials and equipment used to construct this item shall be submitted to the Engineer for approval prior to ordering the equipment. Submittals consisting of marked catalog sheets or shop drawings shall be provided. Submittal data shall be presented in a clear, precise and thorough manner. Original catalog sheets are preferred. Photocopies are acceptable provided they are as good a quality as the original. Clearly and boldly mark each copy to identify products or models applicable to this project. Indicate all optional equipment and delete any non-pertinent data. Submittals for components of electrical equipment and systems shall identify the equipment to which they apply on each submittal sheet. Markings shall be made bold and clear with arrows or circles (highlighting is not acceptable). The Contractor is solely responsible for delays in the project that may accrue directly or indirectly from late submissions or resubmissions of submittals.

d. The data submitted shall be sufficient, in the opinion of the Engineer, to determine compliance with the plans and specifications. The Contractor's submittals shall be neatly bound in a properly sized 3-ring binder, tabbed by specification section. The Engineer reserves the right to reject any and all equipment, materials or procedures that do not meet the system design and the standards and codes, specified in this document.

e. All equipment and materials furnished and installed under this section shall be guaranteed against defects in materials and workmanship for a period of at least twelve (12) months from the date of final acceptance by the Owner. The defective materials and/or equipment shall be repaired or replaced, at the Owner's discretion, with no additional cost to the Owner.

f. *Airport lighting equipment and materials shall meet the requirements outlined in Item SS-300.*

115-2.2 CONCRETE STRUCTURES. Cast-in-place concrete structures shall be per the details and dimensions shown on the plans.

Provide precast concrete structures where shown on the plans. Precast concrete structures shall be an approved standard design of the manufacturer. Precast units shall have mortar or bitumastic sealer placed between all joints to make them watertight. The structure shall be designed to withstand maximum aircraft wheel load of 100,000 pounds, unless otherwise shown on the plans. Openings or knockouts shall be provided in the structure as detailed on the plans.

Threaded inserts and pulling eyes shall be cast in as shown.

Precast aircraft rated concrete handholes and galvanized steel covers shall be designed for the following loadings (per AC 150/5320-6):

a. Handholes covers for 100,000 lb. wheel loads with 250 psi tire pressure.

b. For spans of 2 feet or less in the least direction, a uniform live load of 250 psi.

c. For spans of 2 feet or greater in the least direction, the design will be based on the number of wheels which will fit the span. Wheel loads of 50,000 to 75,000 lb. should be considered.

d. Critical aircraft for use in handhole design (where multiple wheels will fit the span) shall be a Gulfstream G-650.

If the Contractor chooses to propose a different structural design, signed and sealed shop drawings, design calculations, and other information requested by the Engineer shall be submitted by the Contractor to allow for a full evaluation by the Engineer. The Engineer shall review per the process defined in the General Provisions.

115-2.3 JUNCTION BOXES. Junction boxes shall be L-867 Class 1 (non-load bearing) or L-868 Class 1 (load bearing) airport light bases that are encased in concrete. The light bases shall have a galvanized steel blank cover, gasket, and stainless steel or coated steel hardware per FAA Engineering Brief (EB) #83. Covers shall be 3/8-inch (9-mm) thickness for L-867 and 3/4-inch (19-mm) thickness for L-868.

Cans shall have both internal and external ground lugs. Size (diameter) and depth shall be as specified in the plans.

Galvanized cans shall have an external ground lug for mechanical connection/bolting ground clamps bonding.

115-2.4 MORTAR. The mortar shall be composed of one part of Portland cement and two parts of mortar sand, by volume. The Portland cement shall be per the requirements in ASTM C150, Type I. The sand shall be per the requirements in ASTM C144. Hydrated lime may be added to the mixture of sand and cement in an amount not to exceed 15% of the weight of cement used. The hydrated lime shall meet the requirements of ASTM C6. Water shall be potable, reasonably clean and free of oil, salt, acid, alkali, sugar, vegetable, or other substances injurious to the finished product.

115-2.5 CONCRETE. All concrete used in structures shall conform to the requirements of Item P-610, Structural Portland Cement Concrete.

115-2.6 FRAMES AND COVERS. The frames shall conform to one of the following requirements:

a. ASTM A48 Gray iron castings

b. ASTM A47 Malleable iron castings

c. ASTM A27 Steel castings

d. ASTM A283, Grade D Structural steel for grates and frames

e. ASTM A536 Ductile iron castings

f. ASTM A897 Austempered ductile iron castings

All castings specified shall withstand a maximum tire pressure of 250 psi and maximum load of maximum aircraft wheel load of 100,000 pounds. *See specific requirements in item 115-2.2.*

All castings or structural steel units shall conform to the dimensions shown on the plans and shall be designed to support the loadings specified.

Each frame and cover unit shall be provided with fastening members to prevent it from being dislodged by traffic, but which will allow easy removal for access to the structure.

All castings shall be thoroughly cleaned. After fabrication, structural steel units shall be galvanized to meet the requirements of ASTM A123.

Each cover shall have the word “ELECTRIC” or other approved designation cast on it. Each frame and cover shall be as shown on the plans or approved equivalent. No cable notches are required.

Each manhole shall be provided with a “DANGER -- PERMIT-REQUIRED CONFINED SPACE, DO NOT ENTER” safety warning sign as detailed in the Contract Documents and in accordance with OSHA 1910.146 (c)(2).

Each cover and frame shall be galvanized and have a spring assisted, latching mechanism allowing one individual to open the manhole hinged cover(s) using the recessed lifting handles. Covers shall be secured by stainless steel penta-head bolts.

115-2.7 LADDERS. Ladders, if specified, shall be galvanized steel or as shown on the plans.

115-2.8 REINFORCING STEEL. All reinforcing steel shall be deformed bars of new billet steel meeting the requirements of ASTM A615, Grade 60.

115-2.9 BEDDING/SPECIAL BACKFILL. Bedding or special backfill shall be as shown on the plans.

~~**115-2.10 FLOWABLE BACKFILL.** Flowable material used to backfill shall conform to the requirements of Item P-153, Controlled Low Strength Material.~~

115-2.11 CABLE TRAYS. Cable trays shall be of galvanized steel, plastic, or aluminum. Cable trays shall be located as shown on the plans.

115-2.12 PLASTIC CONDUIT. Plastic conduit shall comply with Item L-110, Airport Underground Electrical Duct Banks and Conduits.

115-2.13 CONDUIT TERMINATORS. Conduit terminators shall be pre-manufactured for the specific purpose and sized as required or as shown on the plans.

115-2.14 PULLING-IN IRONS. Pulling-in irons shall be manufactured with 7/8 inch (22 mm) diameter hot-dipped galvanized steel or stress-relieved carbon steel roping designed for concrete applications (7 strand, ½ inch (12 mm) diameter with an ultimate strength of 270,000 psi (1862 Mpa)). Where stress-relieved carbon steel roping is used, a rustproof sleeve shall be installed at the hooking point and all exposed surfaces shall be encapsulated with a polyester coating to prevent corrosion.

115-2.15 GROUND RODS. Ground rods shall be one piece, copper clad**.** The ground rods shall be of the length and diameter specified on the plans, but in no case shall they be less than 8 feet (2.4 m) long nor less than 5/8 inch (16 mm) in diameter.

CONSTRUCTION METHODS

115-3.1 UNCLASSIFIED EXCAVATION. It is the Contractor's responsibility to locate existing utilities within the work area prior to excavation. Damage to utility lines, through lack of care in excavating, shall be repaired or replaced to the satisfaction of the Engineer without additional expense to the Owner.

The Contractor shall perform excavation for structures and structure footings to the lines and grades or elevations shown on the plans or as staked by the Engineer. The excavation shall be of sufficient size to permit the placing of the full width and length of the structure or structure footings shown.

All excavation shall be unclassified and shall be considered incidental to the respective L-115 pay item of which it is a component part. Dewatering necessary for L-115 structure installation, erosion and turbidity control, per Federal, state, and local requirements is incidental to its respective pay item as a part of Item L-115. The cost of all excavation regardless of type of material encountered, shall be included in the unit price bid for the L-115 Item.

Boulders, logs and all other objectionable material encountered in excavation shall be removed. All rock and other hard foundation material shall be cleaned of all loose material and cut to a firm surface either level, stepped or serrated, as directed by the Engineer. All seams, crevices, disintegrated rock and thin strata shall be removed. When concrete is to rest on a surface other than rock, special care shall be taken not to disturb the bottom of the excavation. Excavation to final grade shall not be made until just before the concrete or reinforcing is to be placed.

The Contractor shall provide all bracing, sheeting and shoring necessary to implement and protect the excavation and the structure as required for safety or conformance to governing laws. The cost of bracing, sheeting and shoring shall be included in the unit price bid for the structure.

Unless otherwise provided, bracing, sheeting and shoring involved in the construction of this item shall be removed by the Contractor after the completion of the structure. Removal shall be effected in a manner that will not disturb or mar finished masonry. The cost of removal shall be included in the unit price bid for the structure.

After each excavation is completed, the Contractor shall notify the Engineer. Structures shall be placed after the Engineer has approved the depth of the excavation and the suitability of the foundation material.

Prior to installation the Contractor shall provide a minimum of 6 inches (150 mm) of sand or a material approved by the Engineer as a suitable base to receive the structure. The base material shall be compacted and graded level and at proper elevation to receive the structure in proper relation to the conduit grade or ground cover requirements, as indicated on the plans.

115-3.2 CONCRETE STRUCTURES. Concrete structures shall be built on prepared foundations conforming to the dimensions and form indicated on the plans. The concrete and construction methods shall conform to the requirements specified in ~~Item P-610~~ *these contract documents*. Any reinforcement required shall be placed as indicated on the plans and shall be approved by the Engineer before the concrete is placed.

115-3.3 PRECAST UNIT INSTALLATIONS. Precast units shall be installed plumb and true. Joints shall be made watertight by use of sealant at each tongue-and-groove joint and at roof of manhole. Excess sealant shall be removed and severe surface projections on exterior of neck shall be removed.

115-3.4 PLACEMENT AND TREATMENT OF CASTINGS, FRAMES AND FITTINGS. All castings, frames and fittings shall be placed in the positions indicated on the Plans or as directed by the Engineer and shall be set true to line and to correct elevation. If frames or fittings are to be set in concrete or cement mortar, all anchors or bolts shall be in place and position before the concrete or mortar is placed. The unit shall not be disturbed until the mortar or concrete has set.

Field connections shall be made with bolts, unless indicated otherwise. Welding will not be permitted unless shown otherwise on the approved shop drawings and written permission is granted by the casting manufacturer. Erection equipment shall be suitable and safe for the workman. Errors in shop fabrication or deformation resulting from handling and transportation that prevent the proper assembly and fitting of parts shall be reported immediately to the Engineer and approval of the method of correction shall be obtained. Approved corrections shall be made at Contractor's expense.

Anchor bolts and anchors shall be properly located and built into connection work. Bolts and anchors shall be preset by the use of templates or such other methods as may be required to locate the anchors and anchor bolts accurately.

Pulling-in irons shall be located opposite all conduit entrances into structures to provide a strong, convenient attachment for pulling-in blocks when installing cables. Pulling-in irons shall be set directly into the concrete walls of the structure.

115-3.5 INSTALLATION OF LADDERS. Ladders shall be installed such that they may be removed if necessary. Mounting brackets shall be supplied top and bottom and shall be cast in place during fabrication of the structure or drilled and grouted in place after erection of the structure.

115-3.6 REMOVAL OF SHEETING AND BRACING. In general, all sheeting and bracing used to support the sides of trenches or other open excavations shall be withdrawn as the trenches or other open excavations are being refilled. That portion of the sheeting extending below the top of a structure shall be withdrawn, unless otherwise directed, before more than 6 inches (150 mm) of material is placed above the top of the structure and before any bracing is removed. Voids left by the sheeting shall be carefully refilled with selected material and rammed tight with tools especially adapted for the purpose or otherwise as may be approved.

The Engineer may order the Contractor to delay the removal of sheeting and bracing if, in his judgment, the installed work has not attained the necessary strength to permit placing of backfill.

115-3.7 BACKFILLING. After a structure has been completed, the area around it shall be backfilled in horizontal layers not to exceed 6 inches (150 mm) in thickness measured after compaction to the density requirements in Item P-152. Each layer shall be deposited all around the structure to approximately the same elevation. The top of the fill shall meet the elevation shown on the plans or as directed by the Engineer.

Backfill shall not be placed against any structure until permission is given by the Engineer. In the case of concrete, such permission shall not be given until tests made by the laboratory under supervision of the Engineer establish that the concrete has attained sufficient strength to provide a factor of safety against damage or strain in withstanding any pressure created by the backfill or the methods used in placing it.

Where required, the Engineer may direct the Contractor to add, at his own expense, sufficient water during compaction to assure a complete consolidation of the backfill. The Contractor shall be responsible for all damage or injury done to conduits, duct banks, structures, property or persons due to improper placing or compacting of backfill.

115-3.8 CONNECTION OF DUCT BANKS. To relieve stress of joint between concrete-encased duct banks and structure walls, reinforcement rods shall be placed in the structure wall and shall be formed and tied into duct bank reinforcement at the time the duct bank is installed.

115-3.9 GROUNDING. A ground rod shall be installed in the floor of all concrete structures so that the top of rod extends 6 inches (150 mm) above the floor. The ground rod shall be installed within one foot (30 cm) of a corner of the concrete structure. Ground rods shall be installed prior to casting the bottom slab. Where the soil condition does not permit driving the ground rod into the earth without damage to the ground rod, the Contractor shall drill a 4 inch (100 mm) diameter hole into the earth to receive the ground rod. The hole around the ground rod shall be filled throughout its length, below slab, with Portland cement

grout. Ground rods shall be installed in precast bottom slab of structures by drilling a hole through bottom slab and installing the ground rod. Bottom slab penetration shall be sealed watertight with Portland cement grout around the ground rod.

A grounding bus of 4/0 bare stranded copper shall be exothermically bonded to the ground rod and loop the concrete structure walls. The ground bus shall be a minimum of one foot (30 cm) above the floor of the structure and separate from other cables. No. 2 American wire gauge (AWG) bare copper pigtails shall bond the grounding bus to all cable trays and other metal hardware within the concrete structure. Connections to the grounding bus shall be exothermic. If an exothermic weld is not possible, connections to the grounding bus shall be made by using connectors approved for direct burial in soil or concrete per UL 467. Hardware connections may be mechanical, using a lug designed for that purpose.

115-3.10 CLEANUP AND REPAIR. After erection of all galvanized items, damaged areas shall be repaired by applying a liquid cold-galvanizing compound per MIL-P-21035. Surfaces shall be prepared and compound applied per the manufacturer's recommendations.

Prior to acceptance, the entire structure shall be cleaned of all dirt and debris.

115-3.11 RESTORATION. After the backfill is completed, the Contractor shall dispose of all surplus material, dirt and rubbish from the site. The Contractor shall restore all disturbed areas equivalent to or better than their original condition. All sodding, grading and restoration shall be considered incidental to the respective L-115 pay item.

The Contractor shall grade around structures as required to provide positive drainage away from the structure.

Areas with special surface treatment, such as roads, sidewalks, or other paved areas shall have backfill compacted to match surrounding areas, and surfaces shall be repaired using materials comparable to original materials.

Following restoration of all trenching near airport movement surfaces, the Contractor shall thoroughly visually inspect the area for foreign object debris (FOD), and remove any such FOD that is found. This FOD inspection and removal shall be considered incidental to the pay item of which it is a component part.

After all work is completed, the Contractor shall remove all tools and other equipment, leaving the entire site free, clear and in good condition.

115-3.12 INSPECTION. Prior to final approval, the electrical structures shall be thoroughly inspected for conformance with the plans and this specification. Any indication of defects in materials or workmanship shall be further investigated and corrected. The earth resistance to ground of each ground rod shall not exceed 25 ohms. Each ground rod shall be tested using the fall-of-potential ground impedance test per American National Standards Institute / Institute of Electrical and Electronic Engineers (ANSI/IEEE) Standard 81. This test shall be performed prior to establishing connections to other ground electrodes.

~~**115-3.13 MANHOLE ELEVATION ADJUSTMENTS.** The Contractor shall adjust the tops of existing manholes in areas designated in the Contract Documents to the new elevations shown. The Contractor shall be responsible for determining the exact height adjustment required to raise the top of each manhole to the new elevations. The existing top elevation of each manhole to be adjusted shall be determined in the field and subtracted/added from the proposed top elevation.~~

~~The Contractor shall remove/extend the existing top section or ring and cover on the manhole structure or manhole access. The Contractor shall then install precast concrete sections or grade rings of the required dimensions to adjust the manhole top to the new proposed elevation or shall cut the existing manhole~~

~~walls to shorten the existing structure, as required by final grades. Finally, the Contractor shall reinstall the manhole top section or ring and cover on top and check the new top elevation.~~

~~The Contractor shall construct a concrete slab around the top of adjusted structures located in graded areas that are not to be paved. The concrete slab shall conform to the dimensions shown on the plans.~~

115-3.14 DUCT EXTENSION TO EXISTING DUCTS. Where existing concrete encased ducts are to be extended, the duct extension shall be concrete encased plastic conduit. The fittings to connect the ducts together shall be standard manufactured connectors designed and approved for the purpose. The duct extensions shall be installed according to the concrete encased duct detail and as shown on the plans.

METHOD OF MEASUREMENT

115-4.1 Electrical manholes and junction structures shall be measured by each unit completed in place and accepted. The following additional items are specifically included in each unit:

- All Required Excavation, Dewatering
- Sheeting and Bracing
- All Required Backfilling with On-Site Materials
- Restoration of All Surfaces and Finished Grading, Sodding
- All Required Connections
- Dewatering If Required
- Temporary Cables and Connections
- Ground Rod Testing

~~**115-4.2** Manhole elevation adjustments shall be measured by the completed unit installed, in place, completed, and accepted. Separate measurement shall not be made for the various types and sizes.~~

BASIS OF PAYMENT

115-5.1 The accepted quantity of electrical manholes and junction structures will be paid for at the Contract unit price per each, complete and in place. This price shall be full compensation for furnishing all materials and for all preparation, excavation, backfilling and placing of the materials, furnishing and installation of appurtenances and connections to duct banks and other structures as may be required to complete the item as shown on the plans and for all labor, equipment, tools and incidentals necessary to complete the structure.

~~**115-5.2** Payment shall be made at the contract unit price for manhole elevation adjustments. This price shall be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary, including but not limited to, spacers, concrete, rebar, dewatering, excavating, backfill, topsoil, sodding and pavement restoration, where required, to complete this item as shown in the plans and to the satisfaction of the Engineer.~~

Payment will be made under:

Item L-115-5.1	Precast Concrete Electrical Handhole, Interior Dimensions 2'L x 3'W x 3'D, Installed –Per Each
Item L-115-5.2	*Existing Concrete Encased, Electrical Junction Structure, Removed –Per Each*

MATERIAL REQUIREMENTS

ANSI/IEEE STD 81	IEEE Guide for Measuring Earth Resistivity, Ground Impedance, and Earth Surface Potentials of a Ground System
Advisory Circular (AC) 150/5345-7	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
AC 150/5345-26	Specification for L-823 Plug and Receptacle, Cable Connectors
AC 150/5345-42	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories
AC 150/5340-30	Design and Installation Details for Airport Visual Aids
AC 150/5345-53	Airport Lighting Equipment Certification Program
Commercial Item Description A-A 59544	Cable and Wire, Electrical (Power, Fixed Installation)
ASTM A27	Standard Specification for Steel Castings, Carbon, for General Application
ASTM A47	Standard Specification for Ferritic Malleable Iron Castings
ASTM A48	Standard Specification for Gray Iron Castings
ASTM A123	Standard Specification for Zinc (Hot Dip Galvanized) Coatings on Iron and Steel Products
ASTM A283	Standard Specification for Low and Intermediate Tensile Strength Carbon Steel Plates
ASTM A536	Standard Specification for Ductile Iron Castings
ASTM A615	Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM A897	Standard Specification for Austempered Ductile Iron Castings
ASTM C144	Standard Specification for Aggregate for Masonry Mortar
ASTM C150	Standard Specification for Portland Cement
ASTM C206	Standard Specification for Finishing Hydrated Lime
FAA EB #83	In Pavement Light Fixture Bolts

MIL-P-21035	Paint High Zinc Dust Content, Galvanizing Repair
NFPA-70	National Electrical Code (NEC)

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ITEM P-101 SURFACE PREPARATION

DESCRIPTION

101-1.1 This item shall consist of preparation of existing pavement surfaces for overlay, removal of existing pavement, and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable drawings.

EQUIPMENT

101-2.1 All equipment shall be specified hereinafter or as approved by the Engineer. The equipment shall not cause damage to the pavement to remain in place.

CONSTRUCTION

101-3.1 REMOVAL OF EXISTING PAVEMENT

a. Concrete Pavement. The existing concrete pavement to be removed shall be freed from the pavement to remain by sawing through the complete depth of the slab 1 foot inside the perimeter of the final removal limits or outside the dowels, whichever is greater when the limits of removal are located on the joints. The pavement between the perimeter of the pavement removal and the saw cut shall be carefully broken up and removed using hand-held jackhammers, weighing 30 pounds or less, or other light-duty equipment which will not cause distress in the pavement which is to remain in place. The Contractor shall have the option of sawing through the dowels at the joint, removing the pavement and installing new dowels. Where the perimeter of the removal limits is not located on the joint and there are no dowels present, then the perimeter shall be sawcut the full depth of the pavement. The pavement inside the sawcut shall be removed by methods suitable to the Engineer which will not cause distress in the pavement which is to remain in place. If the material is to be wasted on the airport site, it shall be reduced to a maximum size designated by the Engineer. The Contractor's removal operation shall not cause damage to cables, utility ducts, pipelines, or drainage structures under the pavement. Concrete slabs that are damaged by under breaking shall be removed. Any damage shall be repaired at the Contractor's expense.

~~**b. Asphalt Concrete Pavement.** Asphalt concrete pavement to be removed shall be cut to the full depth of the bituminous material around the perimeter of the area to be removed. The pavement shall be removed so the joint for each layer of pavement replacement is offset 1 foot from the joint in the preceding layer. This does not apply if the removed pavement is to be replaced with concrete or soil. If the material is to be wasted on the airport site, it shall be **[**broken to a maximum size of **[_____]** inches**] [**meet the following gradation:**[___]]**.~~

c. Disposal. *All existing pavement removed shall be disposed of off-site. All hauling will be considered a necessary and incidental part of the work. Its costs shall be considered by the Contractor and included in the contract unit price for the pay items of work involved. No payment will be made separately or directly for hauling on any part of the work.*

~~**101-3.2 PREPARATION OF JOINTS AND CRACKS**. Remove all vegetation and debris from cracks to a minimum depth of 1 inch. If extensive vegetation exists treat the specific area with a concentrated solution of a water based herbicide approved by the Engineer. Fill all cracks, ignoring hairline cracks (< 1/4 inch wide) with a crack sealant per ASTM D6690. Wider cracks (over 1-1/2 inch wide) along with soft or sunken spots, indicate that the pavement or the pavement base should be repaired or replaced as stated below. Any excess joint or crack sealer on the surface of the pavement shall also be removed from the pavement surface.~~

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

Gradation

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

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

The proportions of asphalt emulsion and aggregate shall be determined in the field and may be varied to facilitate construction requirements. Normally, these proportions will be approximately one part asphalt emulsion to five parts aggregate by volume. The material shall be poured or placed into the joints or cracks and compacted to form a voidless mass. The joint or crack shall be filled within 0 to 1/8 inches (0-3 mm) of the surface. Any material spilled outside the width of the joint shall be removed from the pavement surface prior to constructing the overlay. Where concrete overlays are to be constructed, only the excess joint material on the pavement surface and vegetation in the joints need to be removed.

101-3.3 REMOVAL OF PAINT AND RUBBER. All paint and rubber over one foot wide that will affect the bond of the new overlay shall be removed from the surface of the existing pavement. Chemicals, high-pressure water, heater scarifier (asphaltic concrete only), cold milling, or sandblasting may be used. Any methods used shall not cause major damage to the pavement. Major damage is defined as changing the properties of the pavement or removing pavement over 1/8 inch deep. If chemicals are used, they shall comply with the state's environmental protection regulations. No material shall be deposited on the runway shoulders. All wastes shall be disposed of in areas indicated in this specification or shown on the plans.

101-3.4 CONCRETE SPALL OR FAILED ASPHALTIC CONCRETE PAVEMENT REPAIR.

a. Repair of Concrete Spalls in Areas to be Overlaid with Asphalt. The Contractors shall repair all spalled concrete as shown on the plans or as directed by the Engineer. The perimeter of the repair shall be sawcut a minimum of 2 inches outside the affected area and 2 inches deep. The deteriorated material shall be removed to a depth where the existing material is firm or cannot be easily removed with a geologist pick. The removed area shall be filled with asphaltic concrete with a minimum Marshall stability of 1,200 lbs. and maximum flow of 20 (units of 0.01 in). The material shall be compacted with equipment approved by the Engineer until the material is dense and no movement or marks are visible. The material shall not be placed in lifts over 4 inches in depth. This method of repair applies only to pavement to be overlaid.

b. Asphaltic Concrete Pavement Repair. The failed areas shall be removed as specified in paragraph 101-3.1b. All failed material including surface, base course, subbase course, and subgrade shall be removed. The base course and subbase shall be replaced if it has been infiltrated with clay, silt, or other material affecting the load bearing capacity. Materials and methods of construction shall comply with the other applicable sections of this specification.

~~**101-3.5 COLD MILLING.** Milling shall be performed with a power-operated milling machine or grinder, capable of producing a finished surface that provides a good bond to the new overlay. The milling machine or grinder shall operate without tearing or gouging the under laying surface. The milling machine or grinder shall be equipped with automatic grade and slope controls. All millings shall be removed and disposed off Airport property, unless otherwise specified. If the Contractor mills or grinds deeper or wider than the plans specify, the Contractor shall replace the material that was removed with new material at no additional cost to the Owner.~~

~~**a. Patching.** The milling machine shall be capable of cutting a vertical edge without chipping or spalling the edges of the remaining pavement and it shall have a positive method of controlling the depth of cut. The Engineer shall layout the area to be milled with a straightedge in increments of 1 foot widths. The area to be milled shall cover only the failed area. Any excessive area that is milled because the Contractor doesn't have the appropriate milling machine, or areas that are damaged because of his negligence, shall not be included in the measurement for payment.~~

~~**b. Profiling, Grade Correction, or Surface Correction.** The milling machine shall have a minimum width of [7] feet and it shall be equipped with electronic grade control devices that will cut the surface to the grade and tolerances specified. The machine shall cut vertical edges. A positive method of dust control shall be provided. The machine shall have the ability to remove the millings or cuttings from the pavement and load them into a truck.~~

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

~~**101-3.6 PREPARATION OF ASPHALT PAVEMENT SURFACES.** Existing asphalt pavements indicated to be treated with a surface treatment shall be prepared as follows:~~

~~**a.** Patch asphalt pavement surfaces that have been softened by petroleum derivatives or have failed due to any other cause. Remove damaged pavement to the full depth of the damage and replace with new asphalt concrete similar to that of the existing pavement in accordance with paragraph 101-3.4.~~

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

~~**c.** Remove oil or grease that has not penetrated the asphalt pavement by scraping or by scrubbing with a detergent, then wash thoroughly with clean water. After cleaning, treat these areas with an oil spot primer.~~

~~**d.** Clean pavement surface immediately prior to placing the surface treatment by sweeping, flushing well with water leaving no standing water, or a combination of both, so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film.~~

101-3.7 MAINTENANCE. The Contractor shall perform all maintenance work necessary to keep the pavement in a satisfactory condition until the full section is complete and accepted by the Engineer. The surface shall be kept clean and free from foreign material. The pavement shall be properly drained at all times. If cleaning is necessary or if the pavement becomes disturbed, any work repairs necessary shall be performed at the Contractor's expense.

101-3.8 PREPARATION OF JOINTS IN RIGID PAVEMENT.

101-3.8.1 Removal of Existing Joint Sealant. All existing joint sealants will be removed by plowing or use of hand tools. Any remaining sealant and or debris will be removed by use of wire brushes or other tools as necessary. Resaw joints removing no more than 1/16 inch from each joint face. Immediately after

sawing, flush out joint with water and other tools as necessary to completely remove the slurry. Allow sufficient time to dry out joints prior to sealing.

101-3.8.2 Cleaning Prior to Sealing. Immediately before sealing, joints shall be cleaned by removing any remaining laitance and other foreign material. Clean joints by sandblasting, or other method approved by the Engineer, on each joint face with nozzle held at an angle and not more than three inches from face. Following sandblasting, clean joints with air free of oil and water. Joint surfaces will be surface-dry prior to installation of sealant.

~~**101-3.9 PREPARATION OF CRACKS IN FLEXIBLE PAVEMENT.**~~

~~**101-3.9.1 Preparation of Crack**. Widen crack with router or random crack saw by removing a minimum of 1/16 inch from each side of crack. Immediately before sealing, joints will be blown out with a hot air lance combined with oil and water-free compressed air.~~

~~**101-3.9.2 Removal of Existing Sealant**. Existing sealants will be removed by routing or random crack saw. Following routing or sawing any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.~~

METHOD OF MEASUREMENT

101-4.1 PAVEMENT REMOVAL. The unit of measurement for pavement removal shall be the number of square yards removed by the Contractor. Any pavement removed outside the limits of removal because the pavement was damaged by negligence on the part of the Contractor shall not be included in the measurement for payment.

~~**101-4.2 JOINT AND CRACK REPAIR**. The unit of measurement for joint and crack repair shall be the linear foot of joint.~~

~~**101-4.3 PAINT AND RUBBER REMOVAL**. The unit of measurement for paint and rubber removal shall be the square foot.~~

~~**101-4.4 SPALLED AND FAILED ASPHALTIC CONCRETE PAVEMENT REPAIR.**~~

~~**a.** The unit of measure for concrete spall repair shall be the number of square feet. The location and average depth of the patch shall be determined and agreed upon by the Engineer and the Contractor.~~

~~**b.** The unit of measure for failed asphaltic concrete pavement shall be square feet.~~

~~**101-4.5 COLD MILLING.** The unit of measure for cold milling shall be **[___]** inches of milling per square yard. The location and average depth of the cold milling shall be determined and agreed to by the Engineer and the Contractor prior to beginning the work. If the initial cut doesn't correct the condition and surface correction is required, the Contractor shall re-mill the area and will be paid only once for the total depth of milling.~~

BASIS OF PAYMENT

101-5.1 PAYMENT. Payment shall be made at contract unit price for the unit of measurement as specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Item P-101-5.1 Concrete Pavement Removal—per Square Yard

MATERIAL REQUIREMENTS

ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

END OF ITEM P-101

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ITEM P-152 EXCAVATION, SUBGRADE, AND EMBANKMENT

DESCRIPTION

152-1.1 This item covers excavation, disposal, placement, and compaction of all materials within the limits of the work required to construct safety areas, runways, taxiways, aprons, and intermediate areas as well as other areas for drainage, building construction, parking, or other purposes in accordance with these specifications and in conformity to the dimensions and typical sections shown on the plans.

152-1.2 CLASSIFICATION. All material excavated shall be classified as defined below:

a. Unclassified Excavation. Unclassified excavation shall consist of the excavation and disposal of all material, regardless of its nature which is not otherwise classified and paid for under one of the following items.

~~**b. Rock Excavation.** Rock excavation shall include all solid rock in ledges, in bedded deposits, in unstratified masses, and conglomerate deposits which are so firmly cemented they cannot be removed without blasting or using rippers. All boulders containing a volume of more than 1/2 cubic yard will be classified as "rock excavation."~~

c. Muck Excavation. Muck excavation shall consist of the removal and disposal of deposits or mixtures of soils and organic matter not suitable for foundation material. Muck shall include materials that will decay or produce subsidence in the embankment. It may consist of decaying stumps, roots, logs, humus, or other material not satisfactory for incorporation in the embankment.

~~**d. Drainage Excavation.** Drainage excavation shall consist of all excavation made for the primary purpose of drainage and includes drainage ditches, such as intercepting, inlet or outlet ditches; temporary levee construction; or any other type as shown on the plans.~~

e. Borrow Excavation. Borrow excavation shall consist of approved material required for the construction of embankments or for other portions of the work in excess of the quantity of *potentially* usable material available from required excavations. Borrow material shall be obtained from areas designated by the Engineer within the limits of the airport property but outside the normal limits of necessary grading, or from areas outside the airport boundaries.

152-1.3 Unsuitable Excavation. Any material containing vegetable or organic matter, such as muck, peat, organic silt, or sod shall be considered unsuitable for use in embankment construction. Material, suitable for topsoil may be used on the embankment slope when approved by the Engineer. *Material not considered by the Engineer to be suitable for use on the embankment slope shall be disposed of off-site or as directed by the Engineer. Existing subgrade beneath proposed pavement that does not meet the soil requirements of Item P-301 will be considered as unsuitable excavation.Undercutting of material unsatisfactory for subgrade foundation, roads, shoulders, or areas intended for turfing shall be considered unsuitable excavation and shall be excavated to the depth specified by the Engineer below the subgrade.*

CONSTRUCTION METHODS

152-2.1 General. Before beginning excavation, grading, and embankment operations in any area, the area shall be completely cleared and grubbed in accordance with Item P-151.

The suitability of material to be placed in embankments shall be subject to approval by the Engineer. All unsuitable material shall be disposed of in waste areas shown on the plans. All waste areas shall be graded to allow positive drainage of the area and of adjacent areas. The surface elevation of waste areas shall not extend above the surface elevation of adjacent usable areas of the airport, unless specified on the plans or approved by the Engineer.

When the Contractor's excavating operations encounter artifacts of historical or archaeological significance, the operations shall be temporarily discontinued and the Engineer notified per subsection 70-20 *of the General Provisions*. At the direction of the Engineer, the Contractor shall excavate the site in such a manner as to preserve the artifacts encountered and allow for their removal. Such excavation will be paid for as extra work.

Those areas outside of the limits of the pavement areas where the top layer of soil material has become compacted by hauling or other Contractor activities shall be scarified and disked to a depth of 4 inches, to loosen and pulverize the soil.

If it is necessary to interrupt existing surface drainage, sewers or under-drainage, conduits, utilities, or similar underground structures, the Contractor shall be responsible for and shall take all necessary precautions to preserve them or provide temporary services. When such facilities are encountered, the Contractor shall notify the Engineer, who shall arrange for their removal if necessary. The Contractor, at his or her expense, shall satisfactorily repair or pay the cost of all damage to such facilities or structures that may result from any of the Contractor's operations during the period of the contract.

152-2.2 EXCAVATION. No excavation shall be started until the work has been staked out by the Contractor and the Engineer has obtained from the Contractor the survey notes of the elevations and measurements of the ground surface. All areas to be excavated shall be stripped of vegetation and topsoil. Topsoil shall be stockpiled for future use in areas designated on the plans or by the Engineer. All suitable excavated material shall be used in the formation of embankment, subgrade, or other purposes shown on the plans. All unsuitable material shall be disposed of as *described in paragraph 152-1.3* ~~shown on the plans.~~

When the volume of the excavation exceeds that required to construct the embankments to the grades indicated, the excess shall be used to grade the areas of ultimate development or disposed as directed by the Engineer. When the volume of excavation is not sufficient for constructing the embankments to the grades indicated, the deficiency shall be obtained from borrow areas.

The grade shall be maintained so that the surface is well drained at all times. When necessary, temporary drains and drainage ditches shall be installed to intercept or divert surface water that may affect the work.

a. Selective Grading. When *the quality of material varies significantly* ~~selective grading is indicated on the plans~~, the more suitable material designated by the Engineer shall be used in constructing the embankment or in capping the pavement subgrade. If, at the time of excavation, it is not possible to place this material in its final location, it shall be stockpiled in approved areas. ~~so that it can be measured for payment as specified in paragraph 152-3.3~~. *Selective grading will not be measured for separate payment but will be considered subsidiary to "Unclassified Excavation".*

b. Undercutting. Rock, shale, hardpan, loose rock, boulders, or other material unsatisfactory for safety areas, subgrades, roads, shoulders, or any areas intended for turf shall be excavated to a minimum depth of 12 inches below the subgrade or to the depth specified by the Engineer. Muck, peat, matted roots, or other yielding material, unsatisfactory for subgrade foundation, shall be removed to the depth specified. Unsuitable materials shall be disposed off the airport. The cost is incidental to this item *disposed of as directed in paragraph 152-1.3*. This excavated material shall be paid for at the contract unit price per cubic yard for **unsuitable excavation.** The excavated area shall be backfilled with suitable material obtained from the grading operations or borrow areas and compacted to specified densities. The necessary backfill will constitute a *necessary part of Unsuitable Excavation* ~~part of the embankment~~. Where rock cuts are made, backfill with select material. Any pockets created in the rock surface shall be drained *as directed by the Engineer* ~~in accordance with the details shown on the plans.~~

c. Overbreak. Overbreak, including slides, is that portion of any material displaced or loosened beyond the finished work as planned or authorized by the Engineer. All overbreak shall be graded or removed by the Contractor and disposed of as directed by the Engineer. The Engineer shall determine if

the displacement of such material was unavoidable and his or her decision shall be final. Payment will not be made for the removal and disposal of overbreak that the Engineer determines as avoidable. Unavoidable overbreak will be classified as "Unclassified Excavation."

d. Removal of Utilities. The removal of *some* existing structures and utilities required to permit the orderly progress of work *may* ~~will~~ be accomplished by someone other than the Contractor; for example, the utility unless otherwise shown on the plans. All existing foundations shall be excavated at least 2 feet below the top of subgrade or as indicated on the plans, and the material disposed of as directed by the Engineer. All foundations thus excavated shall be backfilled with suitable material and compacted as specified. *All work associated with the excavation, removal, backfill, disposal, and/or stockpiling of existing structures and culverts will not be measured for separate payment but will be considered subsidiary to "Unclassified Excavation".*

e. Compaction Requirements. The subgrade under areas to be paved shall be compacted to a depth of **8** and to a density of not less than **95** percent of the maximum density as determined by ASTM **D1557.** The material to be compacted shall be within ~~+/- 2~~ *-1% to +4%* ~~percent~~ of optimum moisture content before rolled to obtain the prescribed compaction (except for expansive soils).

The in-place field density shall be determined in accordance with ASTM D1556 or ASTM D2167**.** Stones or rock fragments larger than 4 inches in their greatest dimension will not be permitted in the top 6 inches of the subgrade. The finished grading operations, conforming to the typical cross-section, shall be completed and maintained at least 1,000 feet ahead of the paving operations or as directed by the Engineer.

All loose or protruding rocks on the back slopes of cuts shall be pried loose or otherwise removed to the slope finished grade line. All cut-and-fill slopes shall be uniformly dressed to the slope, cross-section, and alignment shown on the plans or as directed by the Engineer.

Blasting will not be permitted.

e. Proof Rolling. After compaction is completed, the subgrade area shall be proof rolled with a heavy pneumatic-tired roller having four or more tires abreast, each tire loaded to a minimum of 30,000 pounds and inflated to a minimum of 125 psi in the presence of the Engineer. Apply a minimum of **2** coverages, or as specified by the Engineer, to all paved areas. A coverage is defined as the application of one tire print over the designated area. Soft areas of subgrade that deflect more than 1 inch or show permanent deformation greater than 1 inch shall be removed and replaced with suitable material or reworked to conform to the moisture content and compaction requirements in accordance with these specifications.

152-2.3 BORROW EXCAVATION. ~~Borrow areas within the airport property are indicated on the plans. Borrow excavation shall be made only at these designated locations and within the horizontal and vertical limits as staked or as directed by the Engineer.~~

When borrow sources are outside the boundaries of the airport property, it shall be the Contractor's responsibility to locate and obtain the borrow sources, subject to the approval of the Engineer. The Contractor shall notify the Engineer at least 15 days prior to beginning the excavation so necessary measurements and tests can be made. All borrow pits shall be opened up to expose the various strata of acceptable material to allow obtaining a uniform product. All unsuitable material shall be disposed of by the Contractor. Borrow pits shall be excavated to regular lines to permit accurate measurements, and they shall be drained and left in a neat, presentable condition with all slopes dressed uniformly.

152-2.4 DRAINAGE EXCAVATION. Drainage excavation shall consist of excavating for drainage ditches such as intercepting; inlet or outlet ditches; for temporary levee construction; or for any other type as designed or as shown on the plans. The work shall be performed in sequence with the other construction. Intercepting ditches shall be constructed prior to starting adjacent excavation operations. All satisfactory material shall be placed in embankment fills; unsuitable material shall be placed in designated waste

areas or as directed by the Engineer. All necessary work shall be performed true to final line, elevation, and cross-section. The Contractor shall maintain ditches constructed on the project to the required cross-section and shall keep them free of debris or obstructions until the project is accepted.

152-2.5 PREPARATION OF EMBANKMENT AREA. Where an embankment is to be constructed to a height of 4 feet or less, all sod and vegetative matter shall be removed from the surface upon which the embankment is to be placed. The cleared surface shall be broken up by plowing or scarifying to a minimum depth of 6 inches and shall then be compacted as indicated in paragraph 152-2.6.

When the height of fill is greater than 4 feet, sod not required to be removed shall be thoroughly disked and recompacted to the density of the surrounding ground before construction of embankment.

Sloped surfaces steeper than one (1) vertical to four (4) horizontal shall be plowed, stepped, benched, or broken up so that the fill material will bond with the existing material. When the subgrade is part fill and part excavation or natural ground, the excavated or natural ground portion shall be scarified to a depth of 12 inches and compacted as specified for the adjacent fill.

No direct payment shall be made for the work performed under this section. The necessary clearing and grubbing and the quantity of excavation removed will be paid for under the respective items of work.

152-2.6 FORMATION OF EMBANKMENTS. Embankments shall be formed in successive horizontal layers of not more than 8 inches in loose depth for the full width of the cross-section, unless otherwise approved by the Engineer.

The layers shall be placed, to produce a soil structure as shown on the typical cross-section or as directed by the Engineer. Materials such as brush, hedge, roots, stumps, grass and other organic matter, shall not be incorporated or buried in the embankment.

Earthwork operations shall be suspended at any time when satisfactory results cannot be obtained because of rain, freezing, or other unsatisfactory weather conditions in the field. Frozen material shall not be placed in the embankment nor shall embankment be placed upon frozen material. Material shall not be placed on surfaces that are muddy, frozen, or contain frost. The Contractor shall drag, blade, or slope the embankment to provide surface drainage at all times.

The material in each layer shall be within +/-2 percent of optimum moisture content before rolling to obtain the prescribed compaction. To achieve a uniform moisture content throughout the layer, the material shall be moistened or aerated as necessary. Samples of all embankment materials for testing, both before and after placement and compaction, will be taken for each **1000 SY of material placed per layer**. Based on these tests, the Contractor shall make the necessary corrections and adjustments in methods, materials or moisture content to achieve the specified embankment density.

Rolling operations shall be continued until the embankment is compacted to not less than 95% of maximum density for noncohesive soils, and 90% of maximum density for cohesive soils as determined by ASTM D1557. Under all areas to be paved, the embankments shall be compacted to a depth of 8 inches and to a density of not less than **95%** percent of the maximum density as determined by ASTM **D1557**.

On all areas outside of the pavement areas, no compaction will be required on the top 4 inches.

The in-place field density shall be determined in accordance with ASTM D1556 or ASTM D2167**.**

Compaction areas shall be kept separate, and no layer shall be covered by another layer until the proper density is obtained.

During construction of the embankment, the Contractor shall route all construction equipment evenly over the entire width of the embankment as each layer is placed. Layer placement shall begin in the deepest portion of the embankment fill. As placement progresses, the layers shall be constructed approximately parallel to the finished pavement grade line.

When rock and other embankment material are excavated at approximately the same time, the rock shall be incorporated into the outer portion of the embankment and the other material shall be incorporated under the future paved areas. Stones or fragmentary rock larger than 4 inches in their greatest dimensions will not be allowed in the top 6 inches of the subgrade. Rockfill shall be brought up in layers as specified or as directed by the Engineer and the finer material shall be used to fill the voids with forming a dense, compact mass. Rock or boulders shall not be disposed of outside the excavation or embankment areas, except at places and in the manner designated on the plans or by the Engineer.

When the excavated material consists predominantly of rock fragments of such size that the material cannot be placed in layers of the prescribed thickness without crushing, pulverizing or further breaking down the pieces, such material may be placed in the embankment as directed in layers not exceeding 2 feet in thickness. Each layer shall be leveled and smoothed with suitable equipment by distribution of spalls and finer fragments of rock. The layer shall not be constructed above an elevation 4 feet below the finished subgrade.

There will be no separate measurement of payment for compacted embankment. All costs incidental to placing in layers, compacting, discing, watering, mixing, sloping, and other operations necessary for construction of embankments will be included in the contract price for excavation, borrow, or other items.

152-2.7 FINISHING AND PROTECTION OF SUBGRADE. After the subgrade is substantially complete, the Contractor shall remove any soft or other unstable material over the full width of the subgrade that will not compact properly. All low areas, holes or depressions in the subgrade shall be brought to grade with suitable select material. Scarifying, blading, rolling and other methods shall be performed to provide a thoroughly compacted subgrade shaped to the lines and grades shown on the plans.

Grading of the subgrade shall be performed so that it will drain readily. The Contractor shall protect the subgrade from damage and limit hauling over the finished subgrade to only traffic essential for construction purposes. All ruts or rough places that develop in the completed subgrade shall be graded and recompacted.

No subbase, base, or surface course shall be placed on the subgrade until the subgrade has been approved by the Engineer.

152-2.8 HAUL. All hauling will be considered a necessary and incidental part of the work. The Contractor shall include the cost in the contract unit price for the pay of items of work involved. No payment will be made separately or directly for hauling on any part of the work.

152-2.9 TOLERANCES. In those areas upon which a subbase or base course is to be placed, the top of the subgrade shall be of such smoothness that, when tested with a 12-foot straightedge applied parallel and at right angles to the centerline, it shall not show any deviation in excess of 1/2 inch, or shall not be more than 0.05 feet from true grade as established by grade hubs. Any deviation in excess of these amounts shall be corrected by loosening, adding, or removing materials; reshaping; and recompacting.

On safety areas, intermediate and other designated areas, the surface shall be of such smoothness that it will not vary more than 0.10 feet from true grade as established by grade hubs. Any deviation in excess of this amount shall be corrected by loosening, adding or removing materials, and reshaping.

152-2.10 TOPSOIL. When topsoil is specified or required as shown on the plans or under Item T-905, it shall be salvaged from stripping or other grading operations. The topsoil shall meet the requirements of Item T-905. If, at the time of excavation or stripping, the topsoil cannot be placed in its final section of

finished construction, the material shall be stockpiled at approved locations. Stockpiles shall not be placed within **500** feet of runway pavement or **250** feet of taxiway pavement and shall not be placed on areas that subsequently will require any excavation or embankment fill. If, in the judgment of the Engineer, it is practical to place the salvaged topsoil at the time of excavation or stripping, the material shall be placed in its final position without stockpiling or further rehandling.

Upon completion of grading operations, stockpiled topsoil shall be handled and placed as directed, or as required in Item T-905.

No direct payment will be made for topsoil under Item P-152. The quantity removed and placed directly or stockpiled shall be paid for at the contract unit price per cubic yard for "Unclassified Excavation."

When stockpiling of topsoil and later rehandling of such material is directed by the Engineer, the material so rehandled shall be paid for at the contract unit price per cubic yard for "topsoiling," as provided in Item T-905.

METHOD OF MEASUREMENT

152-3.1 ~~The quantity of excavation to be paid for shall be the number of cubic yards measured in its original position. Measurement shall not include the quantity of materials excavated without authorization beyond normal slope lines, or the quantity of material used for purposes other than those directed.~~ *Measurement of excavation shall be based on **plan quantities**. These quantities are believed to be correct and shall be utilized for final excavation quantity payment not withstanding any adjustments to the project by written direction of the Engineer. Should the contractor find discrepancies and/or errors, he/she shall bring the discrepancy and/or error to the attention of the Engineer immediately and corrections shall be made to the quantity of excavation to be paid for by change order. No adjustment has been made to the plan quantities for the construction or demolition of existing drainage structures. The Contractor shall make his own determination as to the amount of unsuitable excavated material which may be encountered and the resulting additional borrow material required for the construction of the embankment.*

152-3.2 Borrow material shall be paid for on the basis of the number of cubic yards measured in its original position at the borrow pit.

~~**152-3.3** Stockpiled material shall be paid for on the basis of the number of cubic yards measured in the stockpiled position as soon as the material has been stockpiled.~~

152-3.4 For payment specified by the cubic yard, measurement for all excavation shall be computed by the average end area method. The end area is that bound by the original ground line established by field cross-sections and the final theoretical pay line established by
excavation cross-sections shown on the plans, subject to verification by the Engineer. After completion of all excavation operations and prior to the placing of base or subbase material, the final excavation shall be verified by the Engineer by means of field cross-sections taken randomly at intervals not exceeding 500 linear feet.

152-3.5 The quantity of Unclassified Excavation shall be the number of cubic yards measured in its final position.

In cut sections, the additional cut required to construct the topsoil layer to the plan grade has not been measured and will not be measured for separate payment but will be subsidiary to "Unclassified Excavation". In fill sections, the additional fill required to replace the stripped material has not been measured and will not be measured for payment but will be subsidiary to "Unclassified Excavation".

No allowance has been made in the measurement for shrink/swell. The Contractor shall make his own determination as to the amount of shrink/swell involved in the construction of the embankment.

The Contractor shall make his own determination as to the suitability of the excavated material to be placed in embankments and the resulting additional off-site material required for the construction of the embankment.

152-3.6 *Unsuitable excavation shall be measured from the surface of the ground, after stripping has been accomplished, or from the bottom of the planned excavation, to the depth of the excavation as directed by the Engineer. Measurements will be taken by the Contractor, and the volume of excavation will be calculated by the average end area method. The necessary refilling of unsuitable areas will be measured as "Unsuitable Excavation". Only that amount of excavation directed by the Engineer will be measured for payment.*

BASIS OF PAYMENT

~~**152-4.1** "Unclassified excavation" payment shall be made at the contract unit price per cubic yard. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.~~

~~**152-4.2** "Rock Excavation" payment shall be made at the contract unit price per cubic yard. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.~~

~~**152-4.3** "Muck Excavation" payment shall be made at the contract unit price per cubic yard. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.~~

~~**152-4.4** "Drainage Excavation" payment shall be made at the contract unit price per cubic yard. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.~~

152-4.5 "Borrow Excavation" payment shall be made at the contract unit price per cubic yard. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

~~**152-4.6** "Stockpiled Material" payment shall be made at the contract unit price per cubic yard. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.~~

152-4.1 For Unclassified Excavation, payment shall be made at the contract unit price per cubic yard. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

152-4.2 *Unsuitable excavation shall be paid for at the contract unit price bid per cubic yard for "Unsuitable Excavation", which price shall be full compensation for all excavation; for disposal or placement of unsuitable material (in accordance with section 152-1.3), including loading, hauling, spreading, and compaction; for compaction and preparation of subgrade; for the refilling, rolling, and compaction of all undercut areas; and for all equipment, tools, labor, and incidentals necessary to complete the work.*

Payment will be made under:

~~Item P-152-4.1 Unclassified Excavation—per Cubic Yard~~

~~Item P-152-4.2 Rock Excavation—per Cubic Yard~~

~~Item P-152-4.3 Muck Excavation— per Cubic Yard~~

~~Item P-152-4.4 Drainage Excavation— per Cubic Yard~~

~~Item P-152-4.5 Borrow Excavation— per Cubic Yard~~

~~Item P-152-4.6 Stockpiled Material— per Cubic Yard~~

Item P-152-4.1 Unclassified Excavation— per Cubic Yard

Item P-152-4.2 Borrow Excavation— per Cubic Yard

Item P-152-4.3 Unsuitable Excavation—per Cubic Yard

TESTING REQUIREMENTS

ASTM D698 Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/ft^3)

ASTM D1556 Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method

ASTM D1557 Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft^3)

ASTM D2167 Standard Test Method for Density and Unit Weight of Soil in Place by the Rubber Balloon Method

ASTM D6938 Standard Test Methods for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

END OF ITEM P-152

ITEM P-156 TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL

DESCRIPTION

156-1.1 This item shall consist of temporary control measures as shown on the plans or as ordered by the Engineer during the life of a contract to control water pollution, soil erosion, and siltation through the use of silt fences, berms, dikes, dams, sediment basins, fiber mats, gravel, mulches, grasses, slope drains, and other erosion control devices or methods.

The temporary erosion control measures contained herein shall be coordinated with the permanent erosion control measures specified as part of this contract to the extent practical to assure economical, effective, and continuous erosion control throughout the construction period.

Temporary control may include work outside the construction limits such as borrow pit operations, equipment and material storage sites, waste areas, and temporary plant sites.

Temporary control measures shall be design, installed and maintained to minimize the creation of wildlife attractants that have the potential to attract hazardous wildlife on or near public-use airports.

156-1.2 *This item covers the application of Temporary Erosion Control items at locations shown on the Plans, as directed by the Engineer, and as required for permit compliance, and the* ***requirement*** *of the Contractor to produce, execute, and maintain a specific Storm Water Pollution Prevention Plan (SWPPP) for the project. The Contractor will also be required to request and obtain all necessary federal, state, and local permits. The temporary erosion control measures shown in the Plans do* ***not*** *represent the extent of work and coordination required by the Contractor under this item.*

MATERIALS

156-2.1 GRASS. Grass that will not compete with the grasses sown later for permanent cover per Item T-901 shall be a quick-growing species (such as ryegrass, Italian ryegrass, or cereal grasses) suitable to the area providing a temporary cover. Selected grass species shall not create a wildlife attractant.

~~**156-2.2 MULCHES.** Mulches may be hay, straw, fiber mats, netting, bark, wood chips, or other suitable material reasonably clean and free of noxious weeds and deleterious materials per ItemT-908. Mulches shall not create a wildlife attractant.~~

156-2.3 FERTILIZER. Fertilizer shall be a standard commercial grade and shall conform to all Federal and state regulations and to the standards of the Association of Official Agricultural Chemists.

156-2.4 SLOPE DRAINS. Slope drains may be constructed of pipe, fiber mats, rubble, Portland cement concrete, bituminous concrete, or other materials that will adequately control erosion.

156-2.5 SILT FENCE. The silt fence shall consist of polymeric filaments which are formed into a stable network such that filaments retain their relative positions. Synthetic filter fabric shall contain ultraviolet ray inhibitors and stabilizers to provide a minimum of six months of expected usable construction life. Silt fence shall meet the requirements of ASTM D6461

156-2.6 OTHER. All other materials shall ~~meet commercial grade standards and shall be approved by the Engineer before being incorporated into the project~~ *be in accordance with TEXAS DEPARTMENT OF TRANSPORTATION ITEM 506 – TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS of the Standard Specifications, except as modified or augmented herein. Heavy Duty silt fencing (with welded wire in the fabric) may be required on steep slopes if the Engineer determines that the silt fence used by the Contractor is not performing satisfactory*.

CONSTRUCTION REQUIREMENTS

156-3.1 GENERAL. In the event of conflict between these requirements and pollution control laws, rules, or regulations of other Federal, state, or local agencies, the more restrictive laws, rules, or regulations shall apply.

~~The Engineer shall be responsible for assuring compliance to the extent that construction practices, construction operations, and construction work are involved.~~

156-3.2 SCHEDULE. Prior to the start of construction, the Contractor shall submit schedules for accomplishment of temporary and permanent erosion control work for clearing and grubbing; grading; construction; paving; and structures at watercourses. The Contractor shall also submit a proposed method of erosion and dust control on haul roads and borrow pits and a plan for disposal of waste materials. Work shall not be started until the erosion control schedules and methods of operation for the applicable construction have been accepted by the Engineer.

156-3.3 CONSTRUCTION DETAILS. The Contractor will be required to incorporate all permanent erosion control features into the project at the earliest practicable time as outlined in the accepted schedule. Except where future construction operations will damage slopes, the Contractor shall perform the permanent seeding and mulching and other specified slope protection work in stages, as soon as substantial areas of exposed slopes can be made available. Temporary erosion and pollution control measures will be used to correct conditions that develop during construction that were not foreseen during the design stage; that are needed prior to installation of permanent control features; or that are needed temporarily to control erosion that develops during normal construction practices, but are not associated with permanent control features on the project.

Where erosion may be a problem, clearing and grubbing operations should be scheduled and performed so that grading operations and permanent erosion control features can follow immediately if project conditions permit; otherwise, temporary erosion control measures may be required.

The Engineer shall limit the area of clearing and grubbing, excavation, borrow, and embankment operations in progress, commensurate with the Contractor's capability and progress in keeping the finish grading, mulching, seeding, and other such permanent control measures current with the accepted schedule. If seasonal limitations make such coordination unrealistic, temporary erosion control measures shall be taken immediately to the extent feasible and justified as directed by the Engineer.

The Contractor shall provide immediate permanent or temporary pollution control measures to minimize contamination of adjacent streams or other watercourses, lakes, ponds, or other areas of water impoundment as directed by the Engineer. If temporary erosion and pollution control measures are required due to the Contractor's negligence, carelessness, or failure to install permanent controls as a part of the work as scheduled or directed by the Engineer, the work shall be performed by the Contractor and the cost shall be incidental to this item.

The Engineer may increase or decrease the area of erodible earth material that can be exposed at any time based on an analysis of project conditions.

The erosion control features installed by the Contractor shall be acceptably maintained by the Contractor during the construction period.

Whenever construction equipment must cross watercourses at frequent intervals, temporary structures should be provided.

Pollutants such as fuels, lubricants, bitumen, raw sewage, wash water from concrete mixing operations, and other harmful materials shall not be discharged into any waterways, impoundments or into natural or manmade channels.

156-3.4 INSTALLATION, MAINTENANCE AND REMOVAL OF SILT FENCES. Silt fences shall extend a minimum of 16 inches and a maximum of 34 inches above the ground surface. Posts shall be set no more than 10 feet on center. Filter fabric shall be cut from a continuous roll to the length required minimizing joints where possible. When joints are necessary, the fabric shall be spliced at a support post with a minimum 12-inch overlap and securely sealed. A trench shall be excavated approximately 4 inches deep by 4 inches wide on the upslope side of the silt fence. The trench shall be backfilled and the soil compacted over the silt fence fabric. The Contractor shall remove and dispose of silt that accumulates during construction and prior to establishment of permanent erosion control. The fence shall be maintained in good working condition until permanent erosion control is established. Silt fence shall be removed upon approval of the Engineer.

156-3.5 CONSTRUCTION METHODS. *Providing the temporary erosion control items and devices shown on the Plans is intended to minimize the erosion of soils during construction. However, the items and devices shown are not intended to represent all of the necessary items or procedures required to be implemented by the Contractor. The plans and specifications show the Engineer's estimate of a minimum effort needed to maintain proper erosion control during construction. Additional effort and materials may be required by the Contractor to minimize the erosion of soils during construction. It shall be the Contractor's responsibility to install and maintain all the items shown in the Plans and to coordinate, submit, obtain, and comply with all necessary Federal, State, and local permits. The coordination with governing agencies shall include, but not limited to the following:*

- *Filing the Notice of Intent with the <u>STATE</u> Department of Environmental Quality (DEQ),*
- *Producing and maintaining an approved Storm Water Pollution Prevention Plan,*
- *Coordinating and obtaining all local permits regarding grading operations for the proposed improvements, Contractor's staging area, spoil placement and any other grading operations related to the project as directed by the local governing agency.*

METHOD OF MEASUREMENT

156-4.1 Temporary erosion and pollution control work required will be performed as scheduled or directed by the Engineer. Completed and accepted work will be measured *per month. This work includes obtaining all necessary federal, state, and local permits required to complete this project.* ~~follows:~~

~~**a.** Temporary seeding and mulching will be measured by the square yard.~~

~~**b.** Temporary slope drains will be measured by the linear foot.~~

~~**c**. Temporary benches, dikes, dams, and sediment basins will be measured by the cubic yard of excavation performed, including necessary cleaning of sediment basins, and the cubic yard of embankment placed as directed by the Engineer.~~

~~**d.** All fertilizing will be measured by the ton.~~

~~**e.** Installation and removal of silt fence will be measured by the **[**linear foot**] [**Lump sum**]**.~~

156-4.2 Control work performed for protection of construction areas outside the construction limits, such as borrow and waste areas, haul roads, equipment and material storage sites, and temporary plant sites, will not be measured and paid for directly but shall be considered as a subsidiary obligation of the Contractor.

BASIS OF PAYMENT

156-5.1 *Temporary erosion control acceptably completed will be paid for at the contract price bid for "TEMPORARY EROSION CONTROL," which shall be full compensation for furnishing all materials, tools, equipment, labor, and incidentals necessary to complete the work. Periodic payments will be made under this item in proportion to the amount of work accomplished, as determined by the Engineer. Payment for "TEMPORARY EROSION CONTROL" will also include obtaining and compliance with the SWPPP, which shall include compensation for drainage-way inspections, report preparation, housekeeping practices, cleaning and maintenance, and other actions outlined in the SWPPP prepared by the Contractor necessary to execute the Plan. This item consists of all erosion control items not listed as a separate pay item in the Unit Price Schedule. Any fines issued to the Owner as a result of the Contractor's insufficient execution of the SWPPP will be assessed to the Contractor. Such deductions shall not be limited to the lump sum price of this item.*

Payment will be made under:

Item P-156-5.1	*Temporary Erosion Control—per Month*

~~**156-5.1** Accepted quantities of temporary water pollution, soil erosion, and siltation control work ordered by the Engineer and measured as provided in paragraph 156-4.1 will be paid for under:~~

~~Item P-156-5.1a~~	~~Temporary seeding and mulching – per Square Yard.~~
~~Item P-156-5.1b~~	~~Temporary slope drains – per Linear Foot.~~
~~Item P-156-5.1c~~	~~Temporary benches, dikes, dams and sediment basins – per Cubic Yard~~
~~Item P-156-5.1d~~	~~Fertilizing – per Ton~~
~~Item P-156-5.1e~~	~~Installation and removal of silt fence **[**per Linear Feet**] [**Lump Sum**]**~~

~~Where other directed work falls within the specifications for a work item that has a contract price, the units of work shall be measured and paid for at the contract unit price bid for the various items.~~

~~Temporary control features not covered by contract items that are ordered by the Engineer will be paid for in accordance with Section 90-05 Payment for Extra work.~~

MATERIAL REQUIREMENTS

ASTM D6461	Standard Specification for Silt Fence Materials
AC 150/5200-33	Hazardous Wildlife Attractants

END OF ITEM P-156

ITEM P-301 SOIL-CEMENT BASE COURSE

DESCRIPTION

301-1.1 This item shall consist of constructing a base course by uniformly mixing soil, Portland cement, and water. The mixed material shall be spread, shaped, and compacted in accordance with these specifications and in conformity to the dimensions and typical cross-section shown on the plans. Tests shall be required for each approved soil included within the treated layer.

Runway, taxiway, or apron pavements shall be built in a series of parallel lanes using a plan that reduces the number of longitudinal and transverse joints to a minimum.

MATERIALS

301-2.1 PORTLAND CEMENT. Portland cement shall conform to the requirements of ASTM C150, Type I, IA, II, or IIA or ASTM C595, Type IS or IS(A).

301-2.2 WATER. Water used for mixing or curing shall be potable, reasonably clean and free of oil, salt, acid, alkali, sugar, vegetable, or other substances injurious to the finished product.

301-2.3 SOIL. The soil shall consist of an approved select soil. The soil shall be free of roots, sod, weeds, and shall not contain gravel or stone retained on a 2-inch (50-mm) sieve or more than 45% retained on a No. 4 (4.75 mm) sieve, as determined by ASTM C136.

301-2.4 BITUMINOUS MATERIAL. The types, grades, controlling specifications, and application temperatures for the bituminous materials used for curing the soil-cement shall be **RS-1 or SS-1 meeting the requirements of ASTM D977.**

MIX DESIGN

301-3.1 PROPORTIONS. Before the start of base course construction, tests shall be made *by the Contractor* on the soil or soil- aggregate material to be stabilized to determine the quantity of cement required for the mix design.

Test specimens containing various amounts of cement shall be compacted per ASTM D558, and the optimum moisture determined for each test specimen. Samples at the optimum moisture shall be subjected to the wet-dry and the freeze-thaw test in accordance with American Association of State Highway and Transportation Officials (AASHTO) T135 and AASHTO T136, respectively.

The specified cement content for construction shall be the cement content of the test specimen which has a weight loss of 14% or less for granular soils, 10% for the more plastic granular and silty soils, and 7% for clay soils after 12 cycles of the durability test.

The compressive strength of soaked specimens should increase with both age and increase in cement content.

Contractor is to provide results of the gradation and proportioning (using representative portions of the in-place material and required borrow material) tests to the Engineer for review, along with material submittals under this item.

CONSTRUCTION METHODS

301-4.1 WEATHER LIMITATIONS. The soil-cement base shall not be mixed or placed while the atmospheric temperature is below 40°F or when conditions indicate that the temperature may fall below 40°F within 24 hours, or when the weather is foggy or rainy, or to soils that are frozen or contain frost, or when the underlying material is frozen.

301-4.2 EQUIPMENT. The soil-cement may be constructed with any equipment that will meet the requirements for soil pulverization, cement application, mixing, water application, incorporation of materials, compaction, finishing, and curing specified here.

301-4.3 PREPARATION. The area to be stabilized shall be graded and shaped to conform to the lines, grades and cross-section shown on the plans. Any soft or yielding areas in the subgrade shall be removed and replaced with acceptable soil and compacted to the specified density. *It is anticipated that soil material will be required to establish correct grade. This soil is to meet the requirements of Item P-152 and will be measured and paid for as "borrow excavation".*

301-4.4 PULVERIZATION. After completion of moist-mixing, the soil for the base course shall be pulverized so that 100% by dry weight passes a 1-inch (25 mm) sieve and a minimum of 80% passes a No. 4 (4.75 mm) sieve.

301-4.5 CEMENT APPLICATION, MIXING, AND SPREADING.
Mixing of the soil, cement, and water shall be accomplished by the mixed-in-place method. Approximately shape pulverized material to the cross-section indicated. Cement shall be applied so that when uniformly mixed with the soil, the specified cement content is obtained, and a sufficient quantity of cement-treated soil is produced to construct a compacted cement-treated course conforming to the lines, grades, and cross-section indicated. Immediately after the cement has been distributed, it shall be mixed with the soil. The cement shall not be mixed below the required depth. Continue mixing until the cement has been sufficiently blended with the soil to prevent the formation of cement balls when water is applied. Determine moisture content of the mixture immediately after completion of mixing of the soil and cement. Provide water supply and pressure distributing equipment that will permit the application within three (3) hours of all mixing water on the section being processed. Incorporate water in the mix so that concentration of water near the surface does not occur. After all mixing water has been applied, continue mixing until the water is uniformly distributed throughout the full depth of the mixture. Do not apply cement if the soil moisture content exceeds the optimum moisture content specified for the cement- treated mixture. After mixing is complete, the proportions of the mixture shall be in accordance with the approved mix design.

301-4.6 COMPACTION. Immediately after spreading, the mixture shall be thoroughly compacted. The number, type, and weight of rollers shall be sufficient to compact the mixture to the required density.

The field density of the compacted mixture shall be at least 98% of the maximum density of laboratory prepared specimens compacted and tested in accordance with ASTM D558. The in-place field density shall be determined in accordance with **ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938.** No portion of the mixture shall remain undisturbed during mixing and before compaction for more than 30 minutes. The moisture content of the mixture at the start of compaction shall be within ±2 percentage points of the optimum moisture content. The optimum moisture content shall be determined in accordance with ASTM D558. All testing shall be done by **the Engineer.**

301-4.7 FINISHING. Finishing operations shall be completed during daylight hours. The completed base course shall conform to the required lines, grades, and cross-section. If necessary, the surface shall be lightly scarified to eliminate any imprints made by the compacting or shaping equipment. The surface shall

then be recompacted to the required density. The finishing operations shall be complete within two (2) hours after completion of mixing operations.

301-4.8 CONSTRUCTION JOINTS. At the end of each day's construction, a straight transverse construction joint shall be formed by a header or by cutting back into the compacted material to form a true vertical face free of loose material.

The protection provided for construction joints shall permit the placing, spreading, and compacting of base material without injury to the previous work. Where it is necessary to operate or turn any equipment on the completed base course, sufficient protection and cover shall be provided to prevent damage to the finished surface. A supply of mats or wooden planks shall be maintained and used as approved and directed by the Engineer.

Care shall be exercised to ensure thorough compaction of the base material immediately adjacent to all construction joints. When spreading or compacting base material adjacent to a previously constructed lane, care shall be taken to avoid damaging the previous work.

301-4.9 PROTECTION AND CURING. After the base course has been finished to grade and compacted as specified, it shall be protected against drying for a period of seven (7) days by the application of **bituminous material meeting the requirements of Section 301-2.4.** The curing method shall begin as soon as possible, but no later than 24 hours after the completion of finishing operations. The finished base course shall be kept moist continuously until the curing material is placed.

The bituminous material specified shall be uniformly applied to the surface of the completed base course at the rate of approximately 0.2 gallons per square yard with approved heating and distributing equipment. The exact rate and temperature of application to give complete coverage without excessive runoff shall be as specified.

At the time the bituminous material is applied, the surface shall be dense, free of all loose and extraneous material, and shall contain sufficient moisture to prevent penetration of the bituminous material. Water shall be applied in sufficient quantity to fill the surface voids immediately before the bituminous curing material is applied.

The curing material shall be maintained and applied as needed by the Contractor during the 7-day protection period.

Completed portions of the cement-treated soil area may be opened to light traffic, if approved by the Engineer, and provided the curing is not impaired. Sufficient protection from freezing shall be provided to the soil-cement for seven (7) days after its construction and until it has hardened.

301-4.10 CONSTRUCTION LIMITATIONS. When any of the operations after the application of cement are interrupted for more than 30 minutes or when the uncompacted soil-cement mixture is wetted by rain so that the moisture content is exceeded by a small amount, the decision to reconstruct the portion affected shall rest with the Engineer. If the uncompacted, rain-wetted mixture exceeds the specified moisture content tolerance, the Contractor shall reconstruct the affected portion at the Contractor's expense the portion affected. All material along the longitudinal or transverse construction joints not properly compacted shall be removed and replaced, at the Contractor's expense, with properly moistened and mixed soil-cement compacted to specified density.

301-4.11 SURFACE TESTS. The finished surface shall not vary more than 3/8 inch when tested with a 12-foot straightedge applied parallel with, or at right angles to, the longitudinal axis of the pavement. Any variations in excess of this tolerance shall be corrected by the Contractor, at the Contractor's expense, in a manner satisfactory to the Engineer.

301-4.12 THICKNESS. The completed thickness of the stabilized course shall be within 1/2 inch of the thickness indicated. Where the measured thickness is more than 1/2 inch deficient, such areas shall be corrected by scarifying, adding mixture of proper gradation, reblading, and recompacting as directed. Where the measured thickness is more than 1/2 inch thicker than indicated, the course shall be considered as conforming to the specified thickness requirements. Average job thickness shall be the average of all thickness measurements taken for the job, but shall be within 1/4 inch of the thickness indicated. The thickness of the stabilized course shall be measured at intervals which ensure one measurement for each **1000** square yards of stabilized course.

Measurements shall be made in 3-inch diameter test holes penetrating the stabilized course. Where the average thickness shown by the measurements made in one day's construction is not within the tolerance given, the Engineer shall evaluate the area and determine if, in the Engineer's opinion, it shall be reconstructed at the Contractor's expense or the deficiency deducted from the total material in place.

301-4.13 MAINTENANCE. The Contractor shall be required to maintain, at the Contractor's expense, the entire base course within the limits of the contract in a condition satisfactory to the Engineer until all the work has been completed. Maintenance shall include immediate repairs of any defects that may occur either before or after the cement is applied. The work shall be repeated as often as necessary to keep the area intact at all times. Repairs shall be made to ensure restoration of a uniform surface and the durability of the area repaired. Faulty work shall be replaced for the full depth of treatment. Adding a thin layer of soil-cement to the completed work to remedy low areas shall not be permitted.

METHOD OF MEASUREMENT

301-5.1 The quantity of soil-cement base course to be paid for shall be the number of square yards of completed and accepted base course.

301-5.2 Portland cement shall be measured by the hundredweight.

BASIS OF PAYMENT

301-6.1 Payment shall be made at the contract unit price per square yard for soil-cement base course. This price shall be full compensation for furnishing all materials, except Portland cement, and for all preparation, delivering, placing, and mixing of these materials; and for all labor, equipment, tools and incidentals necessary to complete the item.

301-6.2 Payment shall be made at the contract unit price per hundredweight for cement. This price shall be full compensation for furnishing this material and for all delivery, placing, and incorporation of this material, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-301-1	Soil-Cement Base Course - per Square Yard
Item P-301-2	Portland Cement - per Hundredweight

TEST REQUIREMENTS

ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregates
ASTM D558	Standard Test Methods for Moisture-Density (Unit Weight) Relations of Soil- Cement Mixtures

ASTM D1556	Standard Test Method for Density and Unit Weight of Soil In-Place by the Sand Cone Method
AASHTO T135	Standard Method of Test for Wetting-and-Drying Test of Compacted Soil- Cement Mixtures
AASHTO T136	Standard Method of Test for Freezing-and-Thawing Tests of Compacted Soil- Cement Mixtures

MATERIAL REQUIREMENTS

ASTM C150	Standard Specification for Portland Cement
ASTM D977	Standard Specification for Emulsified Asphalt
ASTM D2027	Standard Specification for Cutback Asphalt (Medium-Curing Type)
ASTM D2028	Standard Specification for Cutback Asphalt (Rapid-Curing Type)
ASTM D2397	Standard Specification for Cationic Emulsified Asphalt

END OF ITEM P-301

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ITEM P-501 PORTLAND CEMENT CONCRETE (PCC) PAVEMENT

DESCRIPTION

501-1.1 This work shall consist of pavement composed of portland cement concrete (PCC), with reinforcement constructed on a prepared underlying surface in accordance with these specifications and shall conform to the lines, grades, thickness, and typical cross-sections shown on the plans.

MATERIALS

501-2.1 AGGREGATES.

a. Reactivity. Fine and Coarse aggregates to be used in all concrete shall be evaluated and tested by the Contractor for alkali-aggregate reactivity in accordance with both ASTM C1260 and ASTM C1567. Aggregate and mix proportion reactivity tests shall be performed for each project.

(1) Coarse and fine aggregate shall be tested separately in accordance with ASTM C1260. The aggregate shall be considered innocuous if the expansion of test specimens, tested in accordance with ASTM C1260, does not exceed 0.10% at 28 days (30 days from casting).

(2) Combined coarse and fine aggregate shall be tested in accordance with ASTM C1567, modified for combined aggregates, using the proposed mixture design proportions of aggregates, cementitious materials, and/or specific reactivity reducing chemicals. If lithium nitrate is proposed for use with or without supplementary cementitious materials, the aggregates shall be tested in accordance with Corps of Engineers (COE) Concrete Research Division (CRD) C662. If lithium nitrate admixture is used, it shall be nominal 30% ±0.5% weight lithium nitrate in water.

(3) If the expansion of the proposed combined materials test specimens, tested in accordance with ASTM C1567, modified for combined aggregates, or COE CRD C662, does not exceed 0.10% at 28 days, the proposed combined materials will be accepted. If the expansion of the proposed combined materials test specimens is greater than 0.10% at 28 days, the aggregates will not be accepted unless adjustments to the combined materials mixture can reduce the expansion to less than 0.10% at 28 days, or new aggregates shall be evaluated and tested.

b. Fine Aggregate. Fine aggregate shall conform to the requirements of ASTM C33. Grading of the fine aggregate, as delivered to the mixer, shall conform to the requirements of ASTM C33 and shall have a fineness modulus of not less than 2.50 nor more than 3.40. The soundness loss shall not exceed 10% when sodium sulfate is used or 15% when magnesium sulfate is used, after five cycles, when tested per ASTM C88.

The amount of deleterious material in the fine aggregate shall not exceed the following limits:

Limits for Deleterious Substances in Fine Aggregate for Concrete

Deleterious material	ASTM	Percentage by Mass
Clay Lumps and friable particles	ASTM C142	1.0
Material finer than 0.075mm (No. 200 sieve)	ASTM C117	3.0

Lightweight particles	ASTM C123 using a medium with a density of Sp. Gr. of 2.0	0.5
Total of all deleterious Material		3.0

c. Coarse Aggregate. Gradation, within the separated size groups, shall meet the coarse aggregate grading requirements of ASTM C33 when tested in accordance with ASTM C136. When the nominal maximum size of the aggregate is greater than one inch, the aggregates shall be furnished in two size groups.

Aggregates delivered to the mixer shall consist of crushed stone, crushed or uncrushed gravel, air-cooled iron blast furnace slag, crushed recycled concrete pavement, or a combination. The aggregates should be free of ferrous sulfides, such as pyrite, that would cause “rust” staining that can bleed through pavement markings. Steel blast furnace slag shall not be permitted. The aggregate shall be composed of clean, hard, uncoated particles. Dust and other coating shall be removed from the aggregates by washing.

The percentage of wear shall be no more than 40% when tested in accordance with ASTM C 131.

The quantity of flat, elongated, and flat and elongated particles in any size group coarser than 3/8 sieve (9 mm) shall not exceed 8% by weight when tested in accordance with ASTM D4791. A flat particle is defined as one having a ratio of width to thickness greater than 5. An elongated particle is one having a ratio of length to width greater than 5.

The soundness loss shall not exceed 12% when sodium sulfate is used or 18% when magnesium sulfate is used, after five cycles, when tested per ASTM C88.

The amount of deleterious material in the coarse aggregate shall not exceed the following limits:

Limits for Deleterious Substances in Coarse Aggregate for Concrete

Deleterious material	ASTM	Percentage by Mass
Clay Lumps and friable particles	ASTM C142	1.0
Material finer than No. 200 sieve (0.075mm)	ASTM C117	1.0
Lightweight particles	ASTM C123 using a medium with a density of Sp. Gr. of 2.0	0.5
Chert (less than 2.40 Sp Gr.)	ASTM C123 using a medium with a density of Sp. Gr. of 2.0)	1.0
Total of all deleterious Material		3.0

Table 1. Gradation for Coarse Aggregate (ASTM C33)

Sieve Designations (square openings)		Percentage by Weight Passing Sieves	
inch	**mm**	**#4 1-1/2 inch – 3/4 inch**	**#67 3/4 inch – No. 4**
2-1/2	60	---	---
2	50	100	---
1-1/2	38	90-100	---
1	25	20-55	100
3/4	19	0-15	90-100
1/2	13	---	---
3/8	9	0-5	20-55
No. 4	4.75	---	0-10
No. 8	2.36	---	0-5

(1) Aggregate susceptibility to Disintegration (D) Cracking. Aggregates that have a history of D-cracking shall not be used.

Coarse aggregate may be accepted from sources that have a 20 year service history for the same gradation to be supplied with no durability issues. Aggregates that do not have a record of 20 years of service without major repairs (less than 5% of slabs replaced) in similar conditions without D-cracking shall not be used unless it meets the following:

(a) Material currently being produced shall have a durability factor ≥95 using ASTM C666 procedure B. Coarse aggregates that are crushed granite, calcite cemented sandstone, quartzite, basalt, diabase, rhyolite or trap rock are considered to meet the D-cracking test but must meet all other quality tests. Aggregates meeting State Highway Department material specifications may be acceptable.

(b) The Contractor shall submit a current certification that the aggregate does not have a history of D-cracking and that the aggregate meets the state specifications for use in PCC pavement for use on interstate highways. Certifications, tests and any history reports must be for the same gradation as being proposed for use on the project. Certifications which are not dated or which are over one (1) year old or which are for different gradations will not be accepted. Test results will only be accepted when tests were performed by a State Department of Transportation (DOT) materials laboratory or an accredited laboratory.

(2) Combined aggregate gradation. If substituted for the grading requirements specified for coarse aggregate and for fine aggregate and when approved by the Engineer, the combined aggregate grading shall meet the following requirements:

(a) The materials selected and the proportions used shall be such that when the Coarseness Factor (CF) and the Workability Factor (WF) are plotted on a diagram as described in d. below, the point thus determined shall fall within the parallelogram described therein.

(b) The CF shall be determined from the following equation CF = (cumulative percent retained on the 3/8 in. sieve)(100) / (cumulative percent retained on the No. 8 sieve)

(c) The Workability Factor WF is defined as the percent passing the No. 8 sieve based on the combined gradation. However, WF shall be adjusted, upwards only, by 2.5 percentage points for each 94 pounds of cementitious material per cubic meter yard greater than 564 pounds per cubic yard.

(d) A diagram shall be plotted using a rectangular scale with WF on the Y-axis with units from 20 (bottom) to 45 (top), and with CF on the X-axis with units from 80 (left side) to 30 (right side). On this diagram a parallelogram shall be plotted with corners at the following coordinates (CF-75, WF- 28), (CF-75, WF-40), (CF-45, WF-32.5), and (CF-45, WF-44.5). If the point determined by the intersection of the computed CF and WF does not fall within the above parallelogram, the grading of each size of aggregate used and the proportions selected shall be changed as necessary.

501-2.2 CEMENT. Cement shall conform to the requirements of ASTM C 150 Type I.

If aggregates are deemed innocuous when tested in accordance with paragraph 501-2.1.a.1 and accepted in accordance with paragraph 501-2.1.a.2, higher equivalent alkali content in the cement may be allowed if approved by the Engineer and FAA. If cement becomes partially set or contains lumps of caked cement, it shall be rejected. Cement salvaged from discarded or used bags shall not be used.

501-2.3 CEMENTITIOUS MATERIALS.

a. Fly Ash. Fly ash shall meet the requirements of ASTM C618, with the exception of loss of ignition, where the maximum shall be less than 6%. Fly ash for use in mitigating alkali-silica reactivity shall have a Calcium Oxide (CaO) content of less than 13% and a total available alkali content less than 3% per ASTM C311. Fly ash produced in furnace operations using liming materials or soda ash (sodium carbonate) as an additive shall not be acceptable. The Contractor shall furnish the previous three most recent, consecutive ASTM C618 reports for each source of fly ash proposed in the mix design, and shall furnish each additional report as they become available during the project. The reports can be used for acceptance or the material may be tested independently by the Engineer.

~~**b. Slag cement (ground granulated blast furnace (GGBF)).** Slag cement shall conform to ASTM C989, Grade 100 or Grade 120. Slag cement shall be used only at a rate between 25% and 55% of the total cementitious material by mass.~~

c. Raw or calcined natural pozzolan. Natural pozzolan shall be raw or calcined and conform to ASTM C618, Class N, including the optional requirements for uniformity and effectiveness in controlling Alkali-Silica reaction and shall have a loss on ignition not exceeding 6%. Class N pozzolan for use in mitigating Alkali-Silica Reactivity shall have a total available alkali content less than 3%.

501-2.4 JOINT SEAL. The joint seal for the joints in the concrete pavement shall meet the requirements of Item **P-605** and shall be of the type specified in the plans.

501-2.5 ISOLATION JOINT FILLER. Premolded joint filler for isolation joints shall conform to the requirements of ASTM D1752, Type II or III and shall be where shown on the plans. The filler for each joint shall be furnished in a single piece for the full depth and width required for the joint, unless otherwise specified by the Engineer. When the use of more than one piece is required for a joint, the abutting ends shall be fastened securely and held accurately to shape by stapling or other positive fastening means satisfactory to the Engineer.

501-2.6 STEEL REINFORCEMENT. Reinforcing shall consist of Deformed and Plain Carbon-Steel Bars conforming to the requirements of ASTM A615**.**

501-2.7 DOWEL AND TIE BARS. Dowel bars shall be plain steel bars conforming to ASTM A615 and shall be free from burring or other deformation restricting slippage in the concrete. Before delivery to the construction site each dowel bar shall be epoxy coated per ASTM A1078. The dowels shall be coated with a bond-breaker recommended by the manufacturer. Dowel sleeves or inserts are not permitted.

Grout retention rings shall be fully circular metal or plastic devices capable of supporting the dowel until the grout hardens.

Tie bars shall be deformed steel bars and conform to the requirements of ASTM A615. Tie bars designated as Grade 60 in ASTM A615 or ASTM A706 shall be used for construction requiring bent bars.

501-2.8 WATER. Water used in mixing or curing shall be potable, clean, free of oil, salt, acid, alkali, sugar, vegetable, or other substances injurious to the finished product, except that non-potable water, or water from concrete production operations, may be used if it meets the requirements of ASTM C1602.

501-2.9 MATERIALS FOR CURING CONCRETE. Curing materials shall conform to one of the following specifications:

a. Liquid membrane-forming compounds for curing concrete shall conform to the requirements of ASTM C309, Type 2, Class B, or Class A if wax base only.

b. White polyethylene film for curing concrete shall conform to the requirements of ASTM C171.

c. White burlap-polyethylene sheeting for curing concrete shall conform to the requirements of ASTM C171.

d. Waterproof paper for curing concrete shall conform to the requirements of ASTM C171.

501-2.10 ADMIXTURES. The Contractor shall submit certificates indicating that the material to be furnished meets all of the requirements indicated below. In addition, the Engineer may require the Contractor to submit complete test data from an approved laboratory showing that the material to be furnished meets all of the requirements of the cited specifications. Subsequent tests may be made of samples taken by the Engineer from the supply of the material being furnished or proposed for use on the work to determine whether the admixture is uniform in quality with that approved.

a. Air-entraining admixtures. Air-entraining admixtures shall meet the requirements of ASTM C260 and shall consistently entrain the air content in the specified ranges under field conditions. The air-entrainment agent and any water reducer admixture shall be compatible.

b. Water-reducing admixtures. Water-reducing admixture shall meet the requirements of ASTM C494, Type A, B, or D. ASTM C494, Type F and G high range water reducing admixtures and ASTM C1017 flowable admixtures shall not be used.

c. Other admixtures. The use of set retarding, and set-accelerating admixtures shall be approved by the Engineer. Retarding shall meet the requirements of ASTM C494, Type A, B, or D and set-accelerating shall meet the requirements of ASTM C494, Type C. Calcium chloride and admixtures containing calcium chloride shall not be used.

d. Lithium Nitrate. The lithium admixture shall be a nominal 30% aqueous solution of Lithium Nitrate, with a density of 10 pounds/gallon, and shall have the approximate chemical form as shown below:

Constituent:	Limit (Percent by Mass);
LiNO3 (Lithium Nitrate)	30 ±0.5
SO4 (Sulfate Ion)	0.1 (max)
Cl (Chloride Ion)	0.2 (max)
Na (Sodium Ion)	0.1 (max)
K (Potassium Ion)	0.1 (max)

Provide a trained manufacturer's representative to supervise the lithium nitrate admixture dispensing and mixing operations.

501-2.11 EPOXY-RESIN. All epoxy-resin materials shall be two-component materials conforming to the requirements of ASTM C881, Class as appropriate for each application temperature to be encountered, except that in addition, the materials shall meet the following requirements:

a. Material for use for embedding dowels and anchor bolts shall be Type IV, Grade 3.

b. Material for use as patching materials for complete filling of spalls and other voids and for use in preparing epoxy resin mortar shall be Type III, Grade as approved.

c. Material for use for injecting cracks shall be Type IV, Grade 1.

d. Material for bonding freshly mixed Portland cement concrete or mortar or freshly mixed epoxy resin concrete or mortar to hardened concrete shall be Type V, Grade as approved.

501-2.12 MATERIAL ACCEPTANCE. Prior to use of materials, the Contractor shall submit certified test reports to the Engineer for those materials proposed for use during construction. The certification shall show the appropriate ASTM test for each material, the test results, and a statement that the material passed or failed.

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

MIX DESIGN

501-3.1 GENERAL. No concrete shall be placed until the mix design has been submitted to the Engineer for review and the Engineer has taken appropriate action. The Engineer's review shall not relieve the Contractor of the responsibility to select and proportion the materials to comply with this section.

501-3.2 PROPORTIONS. The laboratory preparing the mix design shall be accredited in accordance with ASTM C1077. The mix design for all Portland cement concrete placed under P-501 shall be stamped or sealed by the responsible professional Engineer of the laboratory. Concrete shall be proportioned to achieve a 28-day flexural strength that meets or exceeds the acceptance criteria contained in paragraph 501-5.2 for a flexural strength of **650** psi per ASTM C78. The mix shall be developed using the procedures contained in the Portland Cement Association's (PCA) publication, "Design and Control of Concrete Mixtures".

The minimum cementitious material shall be adequate to ensure a workable, durable mix. The minimum cementitious material (cement plus fly ash, or slag cement) shall be **517** pounds per cubic yard**.** The ratio of water to cementitious material, including free surface moisture on the aggregates but not including moisture absorbed by the aggregates shall not be more than **0.45** by weight

Flexural strength test specimens shall be prepared in accordance with ASTM C192 and tested in accordance with ASTM C78. The mix determined shall be workable concrete having a maximum allowable slump between one and two inches as determined by ASTM C143. For slip-form concrete, the slump shall be between 1/2 inch and 1-1/2 inch. At the start of the project, the Contractor shall determine a maximum allowable slump for slip-form pavement which will produce in-place pavement to control the edge slump. The selected slump shall be applicable to both pilot and fill-in lanes.

Before the start of paving operations and after approval of all material to be used in the concrete, the Contractor shall submit a mix design showing the proportions and flexural strength obtained from the concrete at seven (7) and 28 days. The mix design shall include copies of test reports, including test dates, and a complete list of materials including type, brand, source, and amount of cement, fly ash, ground slag, coarse aggregate, fine aggregate, water, and admixtures. The mix design shall be submitted to the Engineer at least 30 days prior to the start of operations. The submitted mix design shall not be

more than 90 days old. Production shall not begin until the mix design is approved in writing by the Engineer.

If a change in sources is made, or admixtures added or deleted from the mix, a new mix design must be submitted to the Engineer for approval.

The results of the mix design shall include a statement giving the maximum nominal coarse aggregate size and the weights and volumes of each ingredient proportioned on a one cubic yard (meter) basis. Aggregate quantities shall be based on the mass in a saturated surface dry condition. The recommended mixture proportions shall be accompanied by test results demonstrating that the proportions selected will produce concrete of the qualities indicated. Trial mixtures having proportions, slumps, and air content suitable for the work shall be based on methodology described in PCA's publication, Design and Control of Concrete Mixtures, modified as necessary to accommodate flexural strength.

The submitted mix design shall be stamped or sealed by the responsible professional Engineer of the laboratory and shall include the following items as a minimum:

a. Coarse, fine, and combined aggregate gradations and plots including fineness modulus of the fine aggregate.

b. Reactivity Test Results.

c. Coarse aggregate quality test results, including deleterious materials.

d. Fine aggregate quality test results, including deleterious materials.

e. Mill certificates for cement and supplemental cementitious materials.

f. Certified test results for all admixtures, including Lithium Nitrate if applicable.

g. Specified flexural strength, slump, and air content.

h. Recommended proportions/volumes for proposed mixture and trial water-cementitious materials ratio, including actual slump and air content.

i. Flexural and compressive strength summaries and plots, including all individual beam and cylinder breaks.

j. Correlation ratios for acceptance testing and Contractor Quality Control testing, when applicable.

k. Historical record of test results documenting production standard deviation, when applicable.

501-3.3 CEMENTITIOUS MATERIALS.

a. Fly Ash. When fly ash is used as a partial replacement for cement, the replacement rate shall be determined from laboratory trial mixes, and shall be between 20 and 30% by weight of the total cementitious material. If fly ash is used in conjunction with slag cement the maximum replacement rate shall not exceed 10% by weight of total cementitious material.

b.Slag cement (ground granulated blast furnace (GGBF)). Slag cement may be used. The slag cement, or slag cement plus fly ash if both are used, may constitute between 25 to 55% of the total cementitious material by weight. If the concrete is to be used for slipforming operations and the air temperature is expected to be lower than 55°F the percent slag cement shall not exceed 30% by weight.

c. Raw or calcined natural pozzolan. Natural pozzolan may be used in the mix design. When pozzolan is used as a partial replacement for cement, the replacement rate shall be determined from laboratory trial mixes, and shall be between 20 and 30% by weight of the total cementitious material. If

pozzolan is used in conjunction with slag cement the maximum replacement rate shall not exceed 10% by weight of total cementitious material.

501-3.4 ADMIXTURES.

a. Air-Entraining admixtures. Air-entraining admixture is to be added in such a manner that will ensure uniform distribution of the agent throughout the batch. The air content of freshly mixed air-entrained concrete shall be based upon trial mixes with the materials to be used in the work adjusted to produce concrete of the required plasticity and workability. The percentage of air in the mix shall be **5.5%**. Air content shall be determined by testing in accordance with ASTM C231 for gravel and stone coarse aggregate and ASTM C173 for slag and other highly porous coarse aggregate.

b. Water-reducing admixtures. Water-reducing admixtures shall be added to the mix in the manner recommended by the manufacturer and in the amount necessary to comply with the specification requirements. Tests shall be conducted on trial mixes, with the materials to be used in the work, in accordance with ASTM C494.

c. Other admixtures. Set controlling, and other approved admixtures shall be added to the mix in the manner recommended by the manufacturer and in the amount necessary to comply with the specification requirements. Tests shall be conducted on trial mixes, with the materials to be used in the work, in accordance with ASTM C 494.

d. Lithium nitrate. Lithium nitrate shall be added to the mix in the manner recommended by the manufacturer and in the amount necessary to comply with the specification requirements in accordance with paragraph 501-2.10d.

501-3.5 CONCRETE MIX DESIGN LABORATORY. The Contractor's laboratory used to develop the concrete mix design shall be accredited in accordance with ASTM C1077. The laboratory accreditation must be current and listed on the accrediting authority's website. All test methods required for developing the concrete mix design must be listed on the lab accreditation. A copy of the laboratory's current accreditation and accredited test methods shall be submitted to the Engineer prior to start of construction.

CONSTRUCTION METHODS

501-4.1 EQUIPMENT. Equipment necessary for handling materials and performing all parts of the work shall be approved by the Engineer, but does not relieve the Contractor of the responsibility for the proper operation of equipment and maintaining the equipment in good working condition. The equipment shall be at the jobsite sufficiently ahead of the start of paving operations to be examined thoroughly and approved.

a. Batch Plant and Equipment. The batch plant and equipment shall conform to the requirements of ASTM C94.

b. Mixers and Transportation Equipment.

(1) General. Concrete may be mixed at a central plant, or wholly or in part in truck mixers. Each mixer shall have attached in a prominent place a manufacturer's nameplate showing the capacity of the drum in terms of volume of mixed concrete and the speed of rotation of the mixing drum or blades.

(2) Central plant mixer. Central plant mixers shall conform to the requirements of ASTM C94. The mixer shall be examined daily for changes in condition due to accumulation of hard concrete or mortar or wear of blades. The pickup and throwover blades shall be replaced when they have worn down 3/4 inch or more. The Contractor shall have a copy of the manufacturer's design on hand showing dimensions and arrangement of blades in reference to original height and depth.

(3) Truck mixers and truck agitators. Truck mixers used for mixing and hauling concrete and truck agitators used for hauling central-mixed concrete shall conform to the requirements of ASTM C94.

(4) Nonagitator trucks. Nonagitating hauling equipment shall conform to the requirements of ASTM C94.

(5) Transfer and spreading equipment. Equipment for transferring concrete from the transporting equipment to the paving lane in front of the paver shall be specially manufactured, self-propelled transfer equipment which will accept the concrete outside the paving lane and will transfer and spread it evenly across the paving lane in front of the paver and strike off the surface evenly to a depth which permits the paver to operate efficiently.

c. Finishing Equipment. The standard method of constructing concrete pavements shall be with an approved slip-form paving equipment designed and operated to spread, consolidate, screed, and float- finish the freshly placed concrete in one complete pass of the machine so that the end result is a dense and homogeneous pavement which is achieved with a minimum of hand finishing. The paver-finisher shall be a heavy duty, self-propelled machine designed specifically for paving and finishing high quality concrete pavements. It shall weigh at least 2,200 lbs per foot of paving lane width and powered by an engine having at least 6.0 horsepower per foot of lane width.

On projects requiring less than 500 square yard of cement concrete pavement or requiring individual placement areas of less than 500 square yard, or irregular areas at locations inaccessible to slip-form paving equipment, concrete pavement may be placed with approved placement and finishing equipment using stationary side forms. Hand screeding and float finishing may only be used on small irregular areas as allowed by the Engineer.

d. Vibrators. Vibrator shall be the internal type. Operating frequency for internal vibrators shall be between 8,000 and 12,000 vibrations per minute. Average amplitude for internal vibrators shall be 0.025- 0.05 inch.

The number, spacing, and frequency shall be as necessary to provide a dense and homogeneous pavement and meet the recommendations of American Concrete Institute (ACI) 309, Guide for Consolidation of Concrete. Adequate power to operate all vibrators shall be available on the paver. The vibrators shall be automatically controlled so that they shall be stopped as forward motion ceases. The Contractor shall provide an electronic or mechanical means to monitor vibrator status. The checks on vibrator status shall occur a minimum of two times per day or when requested by the Engineer.

Hand held vibrators may be used in irregular areas only, but shall meet the recommendations of ACI 309R, Guide for Consolidation of Concrete.

e. Concrete Saws. The Contractor shall provide sawing equipment adequate in number of units and power to complete the sawing to the required dimensions. The Contractor shall provide at least one standby saw in good working order and a supply of saw blades at the site of the work at all times during sawing operations. Early-entry saws may be used, subject to demonstration and approval of the Engineer.

f. Side Forms. Straight side forms shall be made of steel and shall be furnished in sections not less than 10 feet in length. Forms shall have a depth equal to the pavement thickness at the edge, and a base width equal to or greater than the depth. Flexible or curved forms of proper radius shall be used for curves of 100-foot radius or less. Forms shall be provided with adequate devices for secure settings so that when in place they will withstand, without visible spring or settlement, the impact and vibration of the consolidating and finishing equipment. Forms with battered top surfaces and bent, twisted or broken forms shall not be used. Built-up forms shall not be used, except as approved by the Engineer. The top face of the form shall not vary from a true plane more than 1/8 inch in 10 feet, and the upstanding leg shall not vary more than 1/4 inch. The forms shall contain provisions for locking the ends of abutting

sections together tightly for secure setting. Wood forms may be used under special conditions, when approved by the Engineer.

g. Pavers. The paver shall be fully energized, self-propelled, and designed for the specific purpose of placing, consolidating, and finishing the concrete pavement, true to grade, tolerances, and cross-section. It shall be of sufficient weight and power to construct the maximum specified concrete paving lane width as shown in the plans, at adequate forward speed, without transverse, longitudinal or vertical instability or without displacement. The paver shall be equipped with electronic or hydraulic horizontal and vertical control devices.

501-4.2 FORM SETTING. Forms shall be set sufficiently in advance of the concrete placement to ensure continuous paving operation. After the forms have been set to correct grade, the underlying surface shall be thoroughly tamped, either mechanically or by hand, at both the inside and outside edges of the base of the forms. Forms shall be staked into place sufficiently to maintain the form in position for the method of placement.

Form sections shall be tightly locked and shall be free from play or movement in any direction. The forms shall not deviate from true line by more than 1/8 inch at any joint. Forms shall be so set that they will withstand, without visible spring or settlement, the impact and vibration of the consolidating and finishing equipment. Forms shall be cleaned and oiled prior to the placing of concrete.

The alignment and grade elevations of the forms shall be checked and corrections made by the Contractor immediately before placing the concrete.

501-4.3 CONDITIONING OF UNDERLYING SURFACE. The compacted underlying surface on which the pavement will be placed shall be widened approximately 3 feet to extend beyond the paving machine track to support the paver without any noticeable displacement. After the underlying surface has been placed and compacted to the required density, the areas that will support the paving machine and the area to be paved shall be trimmed or graded to the plan grade elevation and profile by means of a properly designed machine. The grade of the underlying surface shall be controlled by a positive grade control system using lasers, stringlines, or guide wires. If the density of the underlying surface is disturbed by the trimming operations, it shall be corrected by additional compaction and retested at the option of the Engineer before the concrete is placed except when stabilized subbases are being constructed. If damage occurs on a stabilized subbase, it shall be corrected full depth by the Contractor. If traffic is allowed to use the prepared grade, the grade shall be checked and corrected immediately before the placement of concrete.

The prepared grade shall be moistened with water, without saturating, immediately ahead of concrete placement to prevent rapid loss of moisture from concrete. The underlying surface shall be protected so that it will be entirely free of frost when concrete is placed.

501-4.4 CONDITIONING OF UNDERLYING SURFACE, SIDE-FORM AND FILL-IN LANE CONSTRUCTION. The prepared underlying surface shall be moistened with water, without saturating, immediately ahead of concrete placement to prevent rapid loss of moisture from the concrete. Damage caused by hauling or usage of other equipment shall be corrected and retested at the option of the Engineers. If damage occurs to a stabilized subbase, it shall be corrected full depth by the Contractor. A template shall be provided and operated on the forms immediately in advance of the placing of all concrete. The template shall be propelled only by hand and not attached to a tractor or other power unit. Templates shall be adjustable so that they may be set and maintained at the correct contour of the underlying surface. The adjustment and operation of the templates shall be such as will provide an accurate retest of the grade before placing the concrete thereon. All excess material shall be removed and wasted. Low areas shall be filled and compacted to a condition similar to that of the surrounding grade. The underlying surface shall be protected so that it will be entirely free from frost when the concrete is placed. The use of chemicals to eliminate frost in the underlying surface shall not be permitted.

The template shall be maintained in accurate adjustment, at all times by the Contractor, and shall be checked daily.

501-4.5 HANDLING, MEASURING, AND BATCHING MATERIAL. The batch plant site, layout, equipment, and provisions for transporting material shall assure a continuous supply of material to the work. Stockpiles shall be constructed in such a manner that prevents segregation and intermixing of deleterious materials. Aggregates from different sources shall be stockpiled, weighed and batched separately at the concrete batch plant.

Aggregates that have become segregated or mixed with earth or foreign material shall not be used. All aggregates produced or handled by hydraulic methods, and washed aggregates, shall be stockpiled or binned for draining at least 12 hours before being batched. Rail shipments requiring more than 12 hours will be accepted as adequate binning only if the car bodies permit free drainage.

Batching plants shall be equipped to proportion aggregates and bulk cement, by weight, automatically using interlocked proportioning devices of an approved type. When bulk cement is used, the Contractor shall use a suitable method of handling the cement from weighing hopper to transporting container or into the batch itself for transportation to the mixer, such as a chute, boot, or other approved device, to prevent loss of cement. The device shall be arranged to provide positive assurance that the cement content specified is present in each batch.

501-4.6 MIXING CONCRETE. The concrete may be mixed at the work site, in a central mix plant or in truck mixers. The mixer shall be of an approved type and capacity. Mixing time shall be measured from the time all materials, except water, are emptied into the drum. All concrete shall be mixed and delivered to the site in accordance with the requirements of ASTM C94.

Mixed concrete from the central mixing plant shall be transported in truck mixers, truck agitators, or non-agitating trucks. The elapsed time from the addition of cementitious material to the mix until the concrete is deposited in place at the work site shall not exceed 30 minutes when the concrete is hauled in non-agitating trucks, nor 90 minutes when the concrete is hauled in truck mixers or truck agitators.

Retempering concrete by adding water or by other means will not be permitted. With transit mixers additional water may be added to the batch materials and additional mixing performed to increase the slump to meet the specified requirements provided the addition of water is performed within 45 minutes after the initial mixing operations and provided the water/cementitious ratio specified in the approved mix design is not exceeded, and approved by the Engineer.

501-4.7 LIMITATIONS ON MIXING AND PLACING. No concrete shall be mixed, placed, or finished when the natural light is insufficient, unless an adequate and approved artificial lighting system is operated.

a. Cold Weather. Unless authorized in writing by the Engineer, mixing and concreting operations shall be discontinued when a descending air temperature in the shade and away from artificial heat reaches 40°F and shall not be resumed until an ascending air temperature in the shade and away from artificial heat reaches 35°F.

The aggregate shall be free of ice, snow, and frozen lumps before entering the mixer. The temperature of the mixed concrete shall not be less than 50°F at the time of placement. Concrete shall not be placed on frozen material nor shall frozen aggregates be used in the concrete.

When concreting is authorized during cold weather, water and/or the aggregates may be heated to not more than 150°F. The apparatus used shall heat the mass uniformly and shall be arranged to preclude the possible occurrence of overheated areas which might be detrimental to the materials

b. Hot Weather. During periods of hot weather when the maximum daily air temperature exceeds 85°F, the following precautions shall be taken.

The forms and/or the underlying surface shall be sprinkled with water immediately before placing the concrete. The concrete shall be placed at the coolest temperature practicable, and in no case shall the temperature of the concrete when placed exceed 90°F. The aggregates and/or mixing water shall be cooled as necessary to maintain the concrete temperature at or not more than the specified maximum.

The finished surfaces of the newly laid pavement shall be kept damp by applying a water-fog or mist with approved spraying equipment until the pavement is covered by the curing medium. When necessary, wind screens shall be provided to protect the concrete from an evaporation rate in excess of 0.2 psf per hour. When conditions are such that problems with plastic cracking can be expected, and particularly if any plastic cracking begins to occur, the Contractor shall immediately take such additional measures as necessary to protect the concrete surface. Such measures shall consist of wind screens, more effective fog sprays, and similar measures commencing immediately behind the paver. If these measures are not effective in preventing plastic cracking, paving operations shall be immediately stopped.

c. Temperature Management Program. Prior to the start of paving operation for each day of paving, the contractor shall provide the engineer with a Temperature Management Program for the concrete to be placed to assure that uncontrolled cracking is avoided. As a minimum, the program shall address the following items:

(1) Anticipated tensile strains in the fresh concrete as related to heating and cooling of the concrete material.

(2) Anticipated weather conditions such as ambient temperatures, wind velocity, and relative humidity; and anticipated evaporation rate using Figure 11-8, PCA, Design and Control of Concrete Mixtures.

(3) Anticipated timing of initial sawing of joint.

(4) Anticipated number and type of saws to be used.

501-4.8 PLACING CONCRETE. At any point in concrete conveyance, the free vertical drop of the concrete from one point to another or to the underlying surface shall not exceed 3 feet. The finished concrete product must be dense and homogeneous, without segregation and conforming to the standards in this specification. Backhoes and grading equipment shall not be used to distribute the concrete in front of the paver. Front end loaders will not be used. All concrete shall be consolidated without voids or segregation, including under and around all load-transfer devices, joint assembly units, and other features embedded in the pavement. Hauling equipment or other mechanical equipment can be permitted on adjoining previously constructed pavement when the concrete strength reaches **a flexural strength of 550 psi, based** on the average of four field cured specimens per 2,000 cubic yards of concrete placed. Also, subgrade and subbase planers, concrete pavers, and concrete finishing equipment may be permitted to ride upon the edges of previously constructed pavement when the concrete has attained a minimum flexural strength of 400 psi.

The Contractor shall have available materials for the protection of the concrete during inclement weather. Such protective materials shall consist of rolled polyethylene sheeting at least 4 mils thick of sufficient length and width to cover the plastic concrete slab and any edges. The sheeting may be mounted on either the paver or a separate movable bridge from which it can be unrolled without dragging over the plastic concrete surface. When rain appears imminent, all paving operations shall stop and all available personnel shall begin covering the surface of the unhardened concrete with the protective covering.

a. Slip-Form Construction. The concrete shall be distributed uniformly into final position by a self- propelled slip-form paver without delay. The alignment and elevation of the paver shall be regulated from outside reference lines established for this purpose. The paver shall vibrate the concrete for the full

width and depth of the strip of pavement being placed and the vibration shall be adequate to provide a consistency of concrete that will stand normal to the surface with sharp well defined edges. The sliding forms shall be rigidly held together laterally to prevent spreading of the forms. The plastic concrete shall be effectively consolidated by internal vibration with transverse vibrating units for the full width of the pavement and/or a series of equally placed longitudinal vibrating units. The space from the outer edge of the pavement to longitudinal unit shall not exceed 9 inches for slipform and at the end of the dowels for the fill-in lanes. The spacing of internal units shall be uniform and shall not exceed 18 inches.

The term internal vibration means vibrating units located within the specified thickness of pavement section.

The rate of vibration of each vibrating unit shall be within 8000 to 12000 cycles per minute and the amplitude of vibration shall be sufficient to be perceptible on the surface of the concrete along the entire length of the vibrating unit and for a distance of at least one foot. The frequency of vibration or amplitude shall vary proportionately with the rate of travel to result in a uniform density and air content. The paving machine shall be equipped with a tachometer or other suitable device for measuring and indicating the actual frequency of vibrations.

The concrete shall be held at a uniform consistency. The slip-form paver shall be operated with as nearly a continuous forward movement as possible and all operations of mixing, delivering, and spreading concrete shall be coordinated to provide uniform progress with stopping and starting of the paver held to a minimum. If for any reason, it is necessary to stop the forward movement of the paver, the vibratory and tamping elements shall also be stopped immediately. No tractive force shall be applied to the machine, except that which is controlled from the machine.

When concrete is being placed adjacent to an existing pavement, that part of the equipment which is supported on the existing pavement shall be equipped with protective pads on crawler tracks or rubber-tired wheels on which the bearing surface is offset to run a sufficient distance from the edge of the pavement to avoid breaking the pavement edge.

Not more than 15% of the total free edge of each 500 foot segment of pavement, or fraction thereof, shall have an edge slump exceeding 1/4 inch, and none of the free edge of the pavement shall have an edge slump exceeding 3/8 inch. (The total free edge of 500 feet of pavement will be considered the cumulative total linear measurement of pavement edge originally constructed as nonadjacent to any existing pavement; that is, 500 feet of paving lane originally constructed as a separate lane will have 1,000 feet of free edge, 500 feet of fill-in lane will have no free edge, etc.). The area affected by the downward movement of the concrete along the pavement edge shall be limited to not more than 18 inches from the edge. When excessive edge slump cannot be corrected before the concrete has hardened, the area with excessive edge slump shall be removed and replaced at the expense of the Contractor as directed by the Engineer.to run a sufficient distance from the edge of the pavement to avoid breaking the pavement edge.

b. Side-Form Construction. Side form sections shall be straight, free from warps, bends, indentations, or other defects. Defective forms shall be removed from the work. Metal side forms shall be used except at end closures and transverse construction joints where straight forms of other suitable material may be used.

Side forms may be built up by rigidly attaching a section to either top or bottom of forms. If such build-up is attached to the top of metal forms, the build-up shall also be metal.

Width of the base of all forms shall be equal to or greater than the specified pavement thickness.

Side forms shall be of sufficient rigidity, both in the form and in the interlocking connection with adjoining forms, that springing will not occur under the weight of subgrading and paving equipment or from the pressure of the concrete. The Contractor shall provide sufficient forms so that there will be no delay in placing concrete due to lack of forms.

Before placing side forms, the underlying material shall be at the proper grade. Side forms shall have full bearing upon the foundation throughout their length and width of base and shall be placed to the required grade and alignment of the finished pavement. They shall be firmly supported during the entire operation of placing, compacting, and finishing the pavement.

Forms shall be drilled in advance of being placed to line and grade to accommodate tie bars where these are specified.

Immediately in advance of placing concrete and after all subbase operations are completed, side forms shall be trued and maintained to the required line and grade for a distance sufficient to prevent delay in placing.

Side forms shall remain in place at least 12 hours after the concrete has been placed, and in all cases until the edge of the pavement no longer requires the protection of the forms. Curing compound shall be applied to the concrete immediately after the forms have been removed.

Side forms shall be thoroughly cleaned and oiled each time they are used and before concrete is placed against them.

Concrete shall be spread, screeded, shaped and consolidated by one or more self-propelled machines.

These machines shall uniformly distribute and consolidate concrete without segregation so that the completed pavement will conform to the required cross-section with a minimum of handwork.

The number and capacity of machines furnished shall be adequate to perform the work required at a rate equal to that of concrete delivery.

Concrete for the full paving width shall be effectively consolidated by internal vibrators without causing segregation. Internal type vibrators' rate of vibration shall be not less than 7,000 cycles per minute. Amplitude of vibration shall be sufficient to be perceptible on the surface of the concrete more than one foot from the vibrating element. The Contractor shall furnish a tachometer or other suitable device for measuring and indicating frequency of vibration.

Power to vibrators shall be connected so that vibration ceases when forward or backward motion of the machine is stopped.

The provisions relating to the frequency and amplitude of internal vibration shall be considered the minimum requirements and are intended to ensure adequate density in the hardened concrete.

c. Consolidation. Concrete shall be consolidated with the specified type of lane-spanning, gang-mounted, mechanical, immersion type vibrating equipment mounted in front of the paver, supplemented, in rare instances as specified, by hand-operated vibrators. The vibrators shall be inserted into the concrete to a depth that will provide the best full-depth consolidation but not closer to the underlying material than 2 inches. Excessive vibration shall not be permitted. If the vibrators cause visible tracking in the paving lane, the paving operation shall be stopped and equipment and operations modified to prevent it. Concrete in small, odd-shaped slabs or in isolated locations inaccessible to the gang-mounted vibration equipment shall be vibrated with an approved hand-operated immersion vibrator operated from a bridge spanning the area. Vibrators shall not be used to transport or spread the concrete. Hand-operated vibrators shall not be operated in the concrete at one location for more than 20 seconds. Insertion locations for hand-operated vibrators shall be between 6 to 15 inches on centers. For each paving train, at least one additional vibrator spud, or sufficient parts for rapid replacement and repair of vibrators shall be maintained at the paving site at all times. Any evidence of inadequate consolidation (honeycomb along the edges, large air pockets, or any other evidence) shall require the immediate stopping of the paving operation and adjustment of the equipment or procedures as approved by the Engineer.

If a lack of consolidation of the concrete is suspected by the Engineer, referee testing may be required. Referee testing of hardened concrete will be performed by the Engineer by cutting cores from the finished pavement after a minimum of 24 hours curing. Density determinations will be made by the Engineer based on the water content of the core as taken. ASTM C642 shall be used for the determination of core density in the saturated-surface dry condition. When required, referee cores will be taken at the minimum rate of one for each 500 cubic yards of pavement, or fraction. The Contractor shall be responsible for all referee testing cost if they fail to meet the required density.

The average density of the cores shall be at least 97% of the original mix design density, with no cores having a density of less than 96% of the original mix design density. Failure to meet the referee tests will be considered evidence that the minimum requirements for vibration are inadequate for the job conditions. Additional vibrating units or other means of increasing the effect of vibration shall be employed so that the density of the hardened concrete conforms to the above requirements.

501-4.9 STRIKE-OFF OF CONCRETE AND PLACEMENT OF REINFORCEMENT. Following the placing of the concrete, it shall be struck off to conform to the cross-section shown on the plans and to an elevation that when the concrete is properly consolidated and finished, the surface of the pavement shall be at the elevation shown on the plans. When reinforced concrete pavement is placed in two layers, the bottom layer shall be struck off to such length and depth that the sheet of reinforcing steel fabric or bar mat may be laid full length on the concrete in its final position without further manipulation. The reinforcement shall then be placed directly upon the concrete, after which the top layer of the concrete shall be placed, struck off, and screeded. If any portion of the bottom layer of concrete has been placed more than 30 minutes without being covered with the top layer or if initial set has taken place, it shall be removed and replaced with freshly mixed concrete at the Contractor's expense. When reinforced concrete is placed in one layer, the reinforcement may be positioned in advance of concrete placement or it may be placed in plastic concrete by mechanical or vibratory means after spreading.

Reinforcing steel, at the time concrete is placed, shall be free of mud, oil, or other organic matter that may adversely affect or reduce bond. Reinforcing steel with rust, mill scale or a combination of both will be considered satisfactory, provided the minimum dimensions, weight, and tensile properties of a hand wire- brushed test specimen are not less than the applicable ASTM specification requirements.

501-4.10 JOINTS. Joints shall be constructed as shown on the plans and in accordance with these requirements. All joints shall be constructed with their faces perpendicular to the surface of the pavement and finished or edged as shown on the plans. Joints shall not vary more than 1/2 inch from their designated position and shall be true to line with not more than 1/4 inch variation in 10 feet. The surface across the joints shall be tested with a 12 feet straightedge as the joints are finished and any irregularities in excess of 1/4 inch shall be corrected before the concrete has hardened. All joints shall be so prepared, finished, or cut to provide a groove of uniform width and depth as shown on the plans.

a. Construction. Longitudinal construction joints shall be slip-formed or formed against side forms as shown in the plans.

Transverse construction joints shall be installed at the end of each day's placing operations and at any other points within a paving lane when concrete placement is interrupted for more than 30 minutes or it appears that the concrete will obtain its initial set before fresh concrete arrives. The installation of the joint shall be located at a planned contraction or expansion joint. If placing of the concrete is stopped, the Contractor shall remove the excess concrete back to the previous planned joint.

b. Contraction. Contraction joints shall be installed at the locations and spacing as shown on the plans. Contraction joints shall be installed to the dimensions required by forming a groove or cleft in the top of the slab while the concrete is still plastic or by sawing a groove into the concrete surface after the concrete has hardened. When the groove is formed in plastic concrete the sides of the grooves shall be finished even and smooth with an edging tool. If an insert material is used, the installation and edge finish shall be according to the manufacturer's instructions. The groove shall be finished or cut clean so that

spalling will be avoided at intersections with other joints. Grooving or sawing shall produce a slot at least 1/8 inch wide and to the depth shown on the plans.

c. Isolation (expansion). Isolation joints shall be installed as shown on the plans. The premolded filler of the thickness as shown on the plans, shall extend for the full depth and width of the slab at the joint, except for space for sealant at the top of the slab. The filler shall be securely staked or fastened into position perpendicular to the proposed finished surface. A cap shall be provided to protect the top edge of the filler and to permit the concrete to be placed and finished. After the concrete has been placed and struck off, the cap shall be carefully withdrawn leaving the space over the premolded filler. The edges of the joint shall be finished and tooled while the concrete is still plastic. Any concrete bridging the joint space shall be removed for the full width and depth of the joint.

d. Tie bars. Tie bars shall consist of deformed bars installed in joints as shown on the plans. Tie bars shall be placed at right angles to the centerline of the concrete slab and shall be spaced at intervals shown on the plans. They shall be held in position parallel to the pavement surface and in the middle of the slab depth. When tie bars extend into an unpaved lane, they may be bent against the form at longitudinal construction joints, unless threaded bolt or other assembled tie bars are specified. Tie bars shall not be painted, greased, or enclosed in sleeves. When slip-form operations call for tie bars, two-piece hook bolts can be installed.

e. Dowel bars. Dowel bars or other load-transfer units of an approved type shall be placed across joints as shown on the plans. They shall be of the dimensions and spacings as shown and held rigidly in the middle of the slab depth in the proper horizontal and vertical alignment by an approved assembly device to be left permanently in place. The dowel or load-transfer and joint devices shall be rigid enough to permit complete assembly as a unit ready to be lifted and placed into position. The dowels shall be coated with a bond-breaker or other lubricant recommended by the manufacturer and approved by the Engineer.

f. Dowels bars at longitudinal construction joints shall be bonded in drilled holes.

g. Placing dowels and tie bars. The method used in installing and holding dowels in position shall ensure that the error in alignment of any dowel from its required horizontal and vertical alignment after the pavement has been completed will not be greater than 1/8 inch per feet. Except as otherwise specified below, horizontal spacing of dowels shall be within a tolerance of ±5/8 inch. The vertical location on the face of the slab shall be within a tolerance of ±1/2 inch. The vertical alignment of the dowels shall be measured parallel to the designated top surface of the pavement, except for those across the crown or other grade change joints. Dowels across crowns and other joints at grade changes shall be measured to a level surface. Horizontal alignment shall be checked perpendicular to the joint edge. The horizontal alignment shall be checked with a framing square. Dowels and tie bars shall not be placed closer than 0.6 times the dowel bar or tie bar length to the planned joint line. If the last regularly spaced longitudinal dowel tie bar is closer than that dimension, it shall be moved away from the joint to a location 0.6 times the dowel bar or tie bar length, but not closer than 6 inches to its nearest neighbor. The portion of each dowel intended to move within the concrete or expansion cap shall be wiped clean and coated with a thin, even film of lubricating oil or light grease before the concrete is placed. Dowels shall be installed as specified in the following subparagraphs.

(1) Contraction joints. Dowels and tie bars in longitudinal and transverse contraction joints within the paving lane shall be held securely in place, as indicated, by means of rigid metal frames or basket assemblies of an approved type. The basket assemblies shall be held securely in the proper location by means of suitable pins or anchors. Do not cut or crimp the dowel basket tie wires. At the Contractor's option, in lieu of the above, dowels and tie bars in contraction joints shall be installed near the front of the paver by insertion into the plastic concrete using approved equipment and procedures. Approval will be based on the results of a preconstruction demonstration, showing that the dowels and tie bars are installed within specified tolerances.

(2) Construction joints. Install dowels and tie bars by the cast-in-place or the drill-and-dowel method. Installation by removing and replacing in preformed holes will not be permitted. Dowels and tie bars shall be prepared and placed across joints where indicated, correctly aligned, and securely held in the proper horizontal and vertical position during placing and finishing operations, by means of devices fastened to the forms. The spacing of dowels and tie bars in construction joints shall be as indicated.

(3) Dowels installed in isolation joints and other hardened concrete. Install dowels for isolation joints and in other hardened concrete by bonding the dowels into holes drilled into the hardened concrete. The concrete shall have cured for seven (7) days or reached a minimum **flexural strength of 450 psi** before drilling commences. Holes 1/8 inch greater in diameter than the dowels shall be drilled into the hardened concrete using rotary-core drills. Rotary-percussion drills may be used, provided that excessive spalling does not occur to the concrete joint face. Modification of the equipment and operation shall be required if, in the Engineer's opinion, the equipment and/or operation is causing excessive damage. Depth of dowel hole shall be within a tolerance of ±1/2 inch of the dimension shown on the drawings. On completion of the drilling operation, the dowel hole shall be blown out with oil-free, compressed air. Dowels shall be bonded in the drilled holes using epoxy resin. Epoxy resin shall be injected at the back of the hole before installing the dowel and extruded to the collar during insertion of the dowel so as to completely fill the void around the dowel. Application by buttering the dowel will not be permitted. The dowels shall be held in alignment at the collar of the hole, after insertion and before the grout hardens, by means of a suitable metal or plastic grout retention ring fitted around the dowel. Dowels required to be installed in any joints between new and existing concrete shall be grouted in holes drilled in the existing concrete, all as specified above.

h. Sawing of Joints. Joints shall be cut as shown on the plans. Equipment shall be as described in paragraph 501-4.1. The circular cutter shall be capable of cutting a groove in a straight line and shall produce a slot at least 1/8 inch wide and to the depth shown on the plans. The top of the slot shall be widened by sawing to provide adequate space for joint sealers as shown on the plans. Sawing shall commence, without regard to day or night, as soon as the concrete has hardened sufficiently to permit cutting without chipping, spalling, or tearing and before uncontrolled shrinkage cracking of the pavement occurs and shall continue without interruption until all joints have been sawn. The joints shall be sawn at the required spacing. All slurry and debris produced in the sawing of joints shall be removed by vacuuming and washing. Curing compound or system shall be reapplied in the initial sawcut and maintained for the remaining cure period.

501-4.11 FINISHING. Finishing operations shall be a continuing part of placing operations starting immediately behind the strike-off of the paver. Initial finishing shall be provided by the transverse screed or extrusion plate. The sequence of operations shall be transverse finishing, longitudinal machine floating if used, straightedge finishing, texturing, and then edging of joints. Finishing shall be by the machine method. The hand method shall be used only on isolated areas of odd slab widths or shapes and in the event of a breakdown of the mechanical finishing equipment. Supplemental hand finishing for machine finished pavement shall be kept to an absolute minimum. Any machine finishing operation which requires appreciable hand finishing, other than a moderate amount of straightedge finishing, shall be immediately stopped and proper adjustments made or the equipment replaced. Any operations which produce more than 1/8 inch of mortar-rich surface (defined as deficient in plus U.S. No. 4 (4.75 mm) sieve size aggregate) shall be halted immediately and the equipment, mixture, or procedures modified as necessary. Compensation shall be made for surging behind the screeds or extrusion plate and settlement during hardening and care shall be taken to ensure that paving and finishing machines are properly adjusted so that the finished surface of the concrete (not just the cutting edges of the screeds) will be at the required line and grade. Finishing equipment and tools shall be maintained clean and in an approved condition. At no time shall water be added to the surface of the slab with the finishing equipment or tools, or in any other way, except for fog (mist) sprays specified to prevent plastic shrinkage cracking.

a. Machine finishing with slipform pavers. The slipform paver shall be operated so that only a very minimum of additional finishing work is required to produce pavement surfaces and edges meeting the specified tolerances. Any equipment or procedure that fails to meet these specified requirements shall immediately be replaced or modified as necessary. A self-propelled non-rotating pipe float may be

used while the concrete is still plastic, to remove minor irregularities and score marks. Only one pass of the pipe float shall be allowed. If there is concrete slurry or fluid paste on the surface that runs over the edge of the pavement, the paving operation shall be immediately stopped and the equipment, mixture, or operation modified to prevent formation of such slurry. Any slurry which does run down the vertical edges shall be immediately removed by hand, using stiff brushes or scrapers. No slurry, concrete or concrete mortar shall be used to build up along the edges of the pavement to compensate for excessive edge slump, either while the concrete is plastic or after it hardens.

b. Machine finishing with fixed forms. The machine shall be designed to straddle the forms and shall be operated to screed and consolidate the concrete. Machines that cause displacement of the forms shall be replaced. The machine shall make only one pass over each area of pavement. If the equipment and procedures do not produce a surface of uniform texture, true to grade, in one pass, the operation shall be immediately stopped and the equipment, mixture, and procedures adjusted as necessary.

c. Other types of finishing equipment. Clary screeds, other rotating tube floats, or bridge deck finishers are not allowed on mainline paving, but may be allowed on irregular or odd-shaped slabs, and near buildings or trench drains, subject to the Engineer's approval.

Bridge deck finishers shall have a minimum operating weight of 7500 pounds and shall have a transversely operating carriage containing a knock-down auger and a minimum of two immersion vibrators. Vibrating screeds or pans shall be used only for isolated slabs where hand finishing is permitted as specified, and only where specifically approved.

d. Hand Finishing. Hand finishing methods will not be permitted, except under the following conditions: (1) in the event of breakdown of the mechanical equipment, hand methods may be used to finish the concrete already deposited on the grade and (2) in areas of narrow widths or of irregular dimensions where operation of the mechanical equipment is impractical. Use hand finishing operations only as specified below.

(1) Equipment and screed. In addition to approved mechanical internal vibrators for consolidating the concrete, provide a strike-off and tamping screed and a longitudinal float for hand finishing. The screed shall be at least one foot longer than the width of pavement being finished, of an approved design, and sufficiently rigid to retain its shape, and shall be constructed of metal or other suitable material shod with metal. The longitudinal float shall be at least 10 feet long, of approved design, and rigid and substantially braced, and shall maintain a plane surface on the bottom. Grate tampers (jitterbugs) shall not be used.

(2) Finishing and floating. As soon as placed and vibrated, the concrete shall be struck off and screeded to the crown and cross-section and to such elevation above grade that when consolidated and finished, the surface of the pavement will be at the required elevation. In addition to previously specified complete coverage with handheld immersion vibrators, the entire surface shall be tamped with the strike- off and tamping template, and the tamping operation continued until the required compaction and reduction of internal and surface voids are accomplished. Immediately following the final tamping of the surface, the pavement shall be floated longitudinally from bridges resting on the side forms and spanning but not touching the concrete. If necessary, additional concrete shall be placed, consolidated and screeded, and the float operated until a satisfactory surface has been produced. The floating operation shall be advanced not more than half the length of the float and then continued over the new and previously floated surfaces.

e. Straight-edge Testing and Surface Correction. After the pavement has been struck off and while the concrete is still plastic, it shall be tested for trueness with a Contractor furnished 12-foot straightedge swung from handles 3 feet longer than one-half the width of the slab. The straightedge shall be held in contact with the surface in successive positions parallel to the centerline and the whole area gone over from one side of the slab to the other, as necessary. Advancing shall be in successive stages of not more than one-half the length of the straightedge. Any excess water and laitance in excess of 1/8

inch thick shall be removed from the surface of the pavement and wasted. Any depressions shall be immediately filled with freshly mixed concrete, struck off, consolidated, and refinished. High areas shall be cut down and refinished. Special attention shall be given to assure that the surface across joints meets the smoothness requirements of paragraph 501-5.2e(3). Straightedge testing and surface corrections shall continue until the entire surface is found to be free from observable departures from the straightedge and until the slab conforms to the required grade and cross-section. The use of long-handled wood floats shall be confined to a minimum; they may be used only in emergencies and in areas not accessible to finishing equipment. This straight-edging is not a replacement for the straightedge testing of paragraph 501-5.2e(3), Smoothness.

501-4.12 SURFACE TEXTURE. The surface of the pavement shall be finished with either a brush or broom, burlap drag, or artificial turf finish for all newly constructed concrete pavements. It is important that the texturing equipment not tear or unduly roughen the pavement surface during the operation. Any imperfections resulting from the texturing operation shall be corrected to the satisfaction of the Engineer.

a. Burlap Drag Finish. If a burlap drag is used to texture the pavement surface, it shall be at least 15 ounces per square yard (555 grams per square meter). To obtain a textured surface, the transverse threads of the burlap shall be removed approximately one foot from the trailing edge. A heavy buildup of grout on the burlap threads produces the desired wide sweeping longitudinal striations on the pavement surface. The corrugations shall be uniform in appearance and approximately 1/16 inch in depth.

501-4.13 CURING. Immediately after finishing operations are completed and marring of the concrete will not occur, the entire surface of the newly placed concrete shall be cured for a 7-day cure period in accordance with one of the methods below. Failure to provide sufficient cover material of whatever kind the Contractor may elect to use, or lack of water to adequately take care of both curing and other requirements, shall be cause for immediate suspension of concreting operations. The concrete shall not be left exposed for more than 1/2 hour during the curing period.

When a two-sawcut method is used to construct the contraction joint, the curing compound shall be applied to the sawcut immediately after the initial cut has been made. The sealant reservoir shall not be sawed until after the curing period has been completed. When the one cut method is used to construct the contraction joint, the joint shall be cured with wet rope, wet rags, or wet blankets. The rags, ropes, or blankets shall be kept moist for the duration of the curing period.

a. Impervious Membrane Method. The entire surface of the pavement shall be sprayed uniformly with white pigmented curing compound immediately after the finishing of the surface and before the set of the concrete has taken place. The curing compound shall not be applied during rainfall. Curing compound shall be applied by mechanical sprayers under pressure at the rate of one gallon to not more than 150 sq ft. The spraying equipment shall be of the fully atomizing type equipped with a tank agitator. At the time of use, the compound shall be in a thoroughly mixed condition with the pigment uniformly dispersed throughout the vehicle. During application the compound shall be stirred continuously by mechanical means. Hand spraying of odd widths or shapes and concrete surfaces exposed by the removal of forms will be permitted. When hand spraying is approved by the Engineer, a double application rate shall be used to ensure coverage. The curing compound shall be of such character that the film will harden within 30 minutes after application. Should the film become damaged from any cause, including sawing operations, within the required curing period, the damaged portions shall be repaired immediately with additional compound or other approved means. Upon removal of side forms, the sides of the exposed slabs shall be protected immediately to provide a curing treatment equal to that provided for the surface. Curing shall be applied immediately after the bleed water is gone from the surface.

b. White burlap-polyethylene sheets. The surface of the pavement shall be entirely covered with the sheeting. The sheeting used shall be such length (or width) that it will extend at least twice the thickness of the pavement beyond the edges of the slab. The sheeting shall be placed so that the entire surface and both edges of the slab are completely covered. The sheeting shall be placed and weighted to

remain in contact with the surface covered, and the covering shall be maintained fully saturated and in position for seven (7) days after the concrete has been placed.

~~**c. Water Method.** The entire area shall be covered with burlap or other water absorbing material. The material shall be of sufficient thickness to retain water for adequate curing without excessive runoff. The material shall be kept wet at all times and maintained for seven (7) days. When the forms are stripped, the vertical walls shall also be kept moist. It shall be the responsibility of the Contractor to prevent ponding of the curing water on the subbase.~~

d. Concrete protection for cold weather. The concrete shall be maintained at an ambient temperature of at least 50°F for a period of 72 hours after placing and at a temperature above freezing for the remainder of the curing time. The Contractor shall be responsible for the quality and strength of the concrete placed during cold weather; and any concrete damaged shall be removed and replaced at the Contractor's expense.

e. Concrete protection for hot weather. Concrete should be continuous moisture cured for the entire curing period and shall commence as soon as the surfaces are finished and continue for at least 24 hours. However, if moisture curing is not practical beyond 24 hours, the concrete surface shall be protected from drying with application of a liquid membrane-forming curing compound while the surfaces are still damp. Other curing methods may be approved by the Engineer.

501-4.14 REMOVING FORMS. Unless otherwise specified, forms shall not be removed from freshly placed concrete until it has hardened sufficiently to permit removal without chipping, spalling, or tearing. After the forms have been removed, the sides of the slab shall be cured as per the methods indicated in paragraph 501-4.13. Major honeycombed areas shall be considered as defective work and shall be removed and replaced in accordance with paragraph 501-5.2(f).

~~**501-4.15 SAW-CUT GROOVING.** If shown on the plans, grooved surfaces shall be provided in accordance with the requirements of Item P-621.~~

501-4.16 SEALING JOINTS. The joints in the pavement shall be sealed in accordance with Item **P-605.**

501-4.17 PROTECTION OF PAVEMENT. The Contractor shall protect the pavement and its appurtenances against both public traffic and traffic caused by the Contractor's employees and agents until accepted by the Engineer. This shall include watchmen to direct traffic and the erection and maintenance of warning signs, lights, pavement bridges, crossovers, and protection of unsealed joints from intrusion of foreign material, etc. Any damage to the pavement occurring prior to final acceptance shall be repaired or the pavement replaced at the Contractor's expense.

Aggregates, rubble, or other similar construction materials shall not be placed on airfield pavements. Traffic shall be excluded from the new pavement by erecting and maintaining barricades and signs until the concrete is at least seven (7) days old, or for a longer period if directed by the Engineer.

In paving intermediate lanes between newly paved pilot lanes, operation of the hauling and paving equipment will be permitted on the new pavement after the pavement has been cured for seven (7) days and the joints have been sealed or otherwise protected, and the concrete has attained a minimum field cured flexural strength of 550 psi and approved means are furnished to prevent damage to the slab edge.

All new and existing pavement carrying construction traffic or equipment shall be continuously kept completely clean, and spillage of concrete or other materials shall be cleaned up immediately upon occurrence.

Damaged pavements shall be removed and replaced at the Contractor's expense. Slabs shall be removed to the full depth, width, and length of the slab.

501-4.18 OPENING TO TRAFFIC. The pavement shall not be opened to traffic until test specimens molded and cured in accordance with ASTM C31 have attained a flexural strength of 550 lb / square inch when tested in accordance with ASTM C78. If such tests are not conducted, the pavement shall not be opened to traffic until 14 days after the concrete was placed. Prior to opening the pavement to construction traffic, all joints shall either be sealed or protected from damage to the joint edge and intrusion of foreign materials into the joint. As a minimum, backer rod or tape may be used to protect the joints from foreign matter intrusion.

501-4.19 REPAIR, REMOVAL, REPLACEMENT OF SLABS.

a. General. New pavement slabs that are broken or contain cracks or are otherwise defective or unacceptable shall be removed and replaced or repaired, as directed by the Engineer and as specified hereinafter at no cost to the Owner. Spalls along joints shall be repaired as specified. Removal of partial slabs is not permitted. Removal and replacement shall be full depth, shall be full width of the slab, and the limit of removal shall be normal to the paving lane and to each original transverse joint. The Engineer will determine whether cracks extend full depth of the pavement and may require cores to be drilled on the crack to determine depth of cracking. Such cores shall be 4 inch diameter, shall be drilled by the Contractor and shall be filled by the Contractor with a well consolidated concrete mixture bonded to the walls of the hole with epoxy resin, using approved procedures. Drilling of cores and refilling holes shall be at no expense to the Owner. All epoxy resin used in this work shall conform to ASTM C881, Type V. Repair of cracks as described in this section shall not be allowed if in the opinion of the Engineer the overall condition of the pavement indicates that such repair is unlikely to achieve an acceptable and durable finished pavement. No repair of cracks shall be allowed in any panel that demonstrates segregated aggregate with an absence of coarse aggregate in the upper 1/8 inch of the pavement surface.

b. Shrinkage Cracks. Shrinkage cracks, which do not exceed 4 inches in depth, shall be cleaned and then pressure injected with epoxy resin, Type IV, Grade 1, using procedures as approved by the Engineer. Care shall be taken to assure that the crack is not widened during epoxy resin injection. All epoxy resin injection shall take place in the presence of the Engineer. Shrinkage cracks, which exceed 4 inches in depth, shall be treated as full depth cracks in accordance with paragraphs 4.19b and 4.19c.

c. Slabs With Cracks through Interior Areas. Interior area is defined as that area more than 6 inches from either adjacent original transverse joint. The full slab shall be removed and replaced at no cost to the Owner, when there are any full depth cracks, or cracks greater than 4 inches in depth, that extend into the interior area.

d. Cracks Close To and Parallel To Joints. All cracks essentially parallel to original joints, extending full depth of the slab, and lying wholly within 6 inches either side of the joint shall be treated as specified here. Any crack extending more than 6 inches from the joint shall be treated as specified above in subparagraph c.

(1) Full Depth Cracks Present, Original Joint Not Opened. When the original un-cracked joint has not opened, the crack shall be sawed and sealed, and the original joint filled with epoxy resin as specified below. The crack shall be sawed with equipment specially designed to follow random cracks. The reservoir for joint sealant in the crack shall be formed by sawing to a depth of 3/4 inches, ±1/16 inch, and to a width of 5/8 inch, ±1/8 inch. Any equipment or procedure which causes raveling or spalling along the crack shall be modified or replaced to prevent such raveling or spalling. The joint sealant shall be a liquid sealant as specified. Installation of joint seal shall be as specified for sealing joints or as directed. If the joint sealant reservoir has been sawed out, the reservoir and as much of the lower saw cut as possible shall be filled with epoxy resin, Type IV, Grade 2, thoroughly tooled into the void using approved procedures.

If only the original narrow saw cut has been made, it shall be cleaned and pressure injected with epoxy resin, Type IV, Grade 1, using approved procedures. If filler type material has been used to form a weakened plane in the transverse joint, it shall be completely sawed out and the saw cut pressure

injected with epoxy resin, Type IV, Grade 1, using approved procedures. Where a parallel crack goes part way across paving lane and then intersects and follows the original joint which is cracked only for the remained of the width, it shall be treated as specified above for a parallel crack, and the cracked original joint shall be prepared and sealed as originally designed.

(2) Full Depth Cracks Present, Original Joint Also Cracked. At a joint, if there is any place in the lane width where a parallel crack and a cracked portion of the original joint overlap, the entire slab containing the crack shall be removed and replaced for the full lane width and length.

e. Removal and Replacement of Full Slabs. Where it is necessary to remove full slabs, unless there are dowels present, all edges of the slab shall be cut full depth with a concrete saw. All saw cuts shall be perpendicular to the slab surface. If dowels, or tie bars are present along any edges, these edges shall be sawed full depth just beyond the end of the dowels or tie bars. These joints shall then be carefully sawed on the joint line to within one inch of the depth of the dowel or tie bar.

The main slab shall be further divided by sawing full depth, at appropriate locations, and each piece lifted out and removed. Suitable equipment shall be used to provide a truly vertical lift, and approved safe lifting devices used for attachment to the slabs. The narrow strips along doweled edges shall be carefully broken up and removed using light, hand-held jackhammers, 30 lb or less, or other approved similar equipment.

Care shall be taken to prevent damage to the dowels, tie bars, or to concrete to remain in place. The joint face below dowels shall be suitably trimmed so that there is not abrupt offset in any direction greater than 1/2 inch and no gradual offset greater than one inch when tested in a horizontal direction with a 12-foot straightedge.

No mechanical impact breakers, other than the above hand-held equipment shall be used for any removal of slabs. If underbreak between 1-1/2 and 4 inches deep occurs at any point along any edge, the area shall be repaired as directed before replacing the removed slab. Procedures directed will be similar to those specified for surface spalls, modified as necessary.

If underbreak over 4 inches deep occurs, the entire slab containing the underbreak shall be removed and replaced. Where there are no dowels or tie bars, or where they have been damaged, dowels or tie bars of the size and spacing as specified for other joints in similar pavement shall be installed by epoxy grouting them into holes drilled into the existing concrete using procedures as specified. Original damaged dowels or tie bars shall be cut off flush with the joint face. Protruding portions of dowels shall be painted and lightly oiled. All four (4) edges of the new slab shall contain dowels or original tie bars.

Placement of concrete shall be as specified for original construction. Prior to placement of new concrete, the underlying material (unless it is stabilized) shall be re-compacted and shaped as specified in the appropriate section of these specifications. The surfaces of all four joint faces shall be cleaned of all loose material and contaminants and coated with a double application of membrane forming curing compound as bond breaker. Care shall be taken to prevent any curing compound from contacting dowels or tie bars. The resulting joints around the new slab shall be prepared and sealed as specified for original construction.

f. Repairing Spalls Along Joints. Where directed, spalls along joints of new slabs, and along parallel cracks used as replacement joints, shall be repaired by first making a vertical saw cut at least one inch outside the spalled area and to a depth of at least 2 inch. Saw cuts shall be straight lines forming rectangular areas. The concrete between the saw cut and the joint, or crack, shall be chipped out to remove all unsound concrete and at least 1/2 inch of visually sound concrete. The cavity thus formed shall be thoroughly cleaned with high-pressure water jets supplemented with compressed air to remove all loose material. Immediately before filling the cavity, a prime coat of epoxy resin, Type III, Grade I, shall be applied to the dry cleaned surface of all sides and bottom of the cavity, except any joint face. The prime coat shall be applied in a thin coating and scrubbed into the surface with a stiff-bristle brush. Pooling of epoxy resin shall be avoided. The cavity shall be filled with low slump Portland cement

concrete or mortar or with epoxy resin concrete or mortar. Concrete shall be used for larger spalls, generally those more than 1/2 cu. ft. in size, and mortar shall be used for the smaller ones. Any spall less than 0.1 cu. ft. shall be repaired only with epoxy resin mortar or a Grade III epoxy resin. Portland cement concrete and mortar mixtures shall be proportioned as directed and shall be mixed, placed, consolidated, and cured as directed. Epoxy resin mortars shall be made with Type III, Grade 1, epoxy resin, using proportions and mixing and placing procedures as recommended by the manufacturer and approved by the Engineer. The epoxy resin materials shall be placed in the cavity in layers not over 2 inches thick. The time interval between placement of additional layers shall be such that the temperature of the epoxy resin material does not exceed 140°F at any time during hardening. Mechanical vibrators and hand tampers shall be used to consolidate the concrete or mortar. Any repair material on the surrounding surfaces of the existing concrete shall be removed before it hardens. Where the spalled area abuts a joint, an insert or other bond-breaking medium shall be used to prevent bond at the joint face. A reservoir for the joint sealant shall be sawed to the dimensions required for other joints, or as required to be routed for cracks. The reservoir shall be thoroughly cleaned and sealed with the sealer specified for the joints. If any spall penetrates half the depth of the slab or more, the entire slab shall be removed and replaced as previously specified If any spall would require over 25% of the length of any single joint to be repaired, the entire slab shall be removed and replaced. Repair of spalls as described in this section shall not be allowed if in the opinion of the Engineer the overall condition of the pavement indicates that such repair is unlikely to achieve an acceptable and durable finished pavement. No repair of spalls shall be allowed in any panel that demonstrates segregated aggregate with a significant absence of coarse aggregate in the upper one-eight (1/8th) inch of the pavement surface.

g. Diamond grinding of PCC surfaces. Diamond grinding of the hardened concrete with an approved diamond grinding machine should not be performed until the concrete is 14 days or more old and concrete has reached full minimum strength. When required, diamond grinding shall be accomplished by sawing with saw blades impregnated with industrial diamond abrasive. The saw blades shall be assembled in a cutting head mounted on a machine designed specifically for diamond grinding that will produce the required texture and smoothness level without damage to the pavement. The saw blades shall be 1/8-inch wide and there shall be a minimum of 55 to 60 blades per 12 inches of cutting head width; the actual number of blades will be determined by the Contractor and depend on the hardness of the aggregate. Each machine shall be capable of cutting a path at least 3 feet wide. Equipment that causes ravels, aggregate fractures, spalls or disturbance to the joints will not be permitted. The area corrected by diamond grinding the surface of the hardened concrete should not exceed 10% of the total area of any sublot. The depth of diamond grinding shall not exceed 1/2 inch and all areas in which diamond grinding has been performed will be subject to the final pavement thickness tolerances specified. Grinding will be tapered in all directions to provide smooth transitions to areas not requiring grinding. All pavement areas requiring plan grade or surface smoothness corrections in excess of the limits specified above, may require removing and replacing in conformance with paragraph 501-4.19.

501-4.20 EXISTING CONCRETE PAVEMENT REMOVAL AND REPAIR.

All operations shall be carefully controlled to prevent damage to the concrete pavement and to the underlying material to remain in place. All saw cuts shall be made perpendicular to the slab surface.

a. Removal of Existing Pavement Slab.

When it is necessary to remove existing concrete pavement and leave adjacent concrete in place, unless there are dowels present, the joint between the removal area and adjoining pavement to stay in place, including dowels or tie bars, shall first be cut full depth with a standard diamond-type concrete saw. If dowels are present at this joint, the saw cut shall be made full depth just beyond the end of dowels. The edge shall then be carefully sawed on the joint line to within one inch of the top of the dowel. Next, a full depth saw cut shall be made parallel to the joint at least 24 inches from the joint and at least 12 inches from the end of any dowels. All pavement between this last saw cut and the joint line shall be carefully broken up and removed using hand-held jackhammers, 30 lb or less, or the approved light-duty equipment which will not cause stress to propagate across the joint saw cut and cause distress in

the pavement which is to remain in place. Where dowels are present, care shall be taken to produce an even, vertical joint face below the dowels. If the Contractor is unable to produce such a joint face, or if underbreak or other distress occurs, the Contractor shall saw the dowels flush with the joint. The Contractor shall then install new dowels, of the size and spacing used for other similar joints, by epoxy resin bonding them in holes drilled in the joint face as specified in paragraph 501- 4.10g. All this shall be at no additional cost to the Owner.

Dowels of the size and spacing indicated shall be installed as shown on the drawings by epoxy resin bonding them in holes drilled in the joint face as specified in paragraph 501-4.10g. The joint face shall be sawed or otherwise trimmed so that there is no abrupt offset in any direction greater than 1/2 inches and no gradual offset greater than one inch when tested in a horizontal direction with a 12-foot straightedge.

b. Edge repair.

The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Areas that are damaged during construction shall be repaired at no cost to the Owner.

(1) Spall repair. Spalls shall be repaired where indicated and where directed by the Engineer. Repair materials and procedures shall be as previously specified in subparagraph 501-4.19f.

(2) Underbreak repair. All underbreak shall be repaired. First, all delaminated and loose material shall be carefully removed. Next, the underlying material shall be recompacted, without addition of any new material. Finally, the void shall be completely filled with paving concrete, thoroughly consolidated. Care shall be taken to produce an even joint face from top to bottom. Prior to placing concrete, the underlying material shall be thoroughly moistened. After placement, the exposed surface shall be heavily coated with curing compound.

(3) Underlying material. The underlying material adjacent to the edge and under the existing pavement which is to remain in place shall be protected from damage or disturbance during removal operations and until placement of new concrete, and shall be shaped as shown on the drawings or as directed. Sufficient material shall be kept in place outside the joint line to prevent disturbance (or sloughing) of material under the pavement that is to remain in place. Any material under the portion of the concrete pavement to remain in place, which is disturbed or loses its compaction shall be carefully removed and replaced with concrete as specified in paragraph 501-4.20b(2). The underlying material outside the joint line shall be thoroughly compacted and moist when new concrete is placed.

MATERIAL ACCEPTANCE

501-5.1 ACCEPTANCE SAMPLING AND TESTING. All acceptance sampling and testing necessary to determine conformance with the requirements specified in this section, with the exception of coring for thickness determination, will be performed by the Engineer at no cost to the Contractor. The Contractor shall bear the cost of providing curing facilities for the strength specimens, per paragraph 501-5.1a(3), and coring and filling operations, per paragraph 501-5.1b(1). Testing organizations performing these tests shall be accredited in accordance with ASTM C1077. The laboratory accreditation must be current and listed on the accrediting authority's website. All test methods required for acceptance sampling and testing must be listed on the lab accreditation. A copy of the laboratory's current accreditation and accredited test methods shall be submitted to the Engineer prior to start of construction.

Concrete shall be accepted for strength and thickness on a lot basis

A lot shall consist of a day's production not to exceed **2,500 square yards.**

a. Flexural Strength.

(1) Sampling. Each lot shall be divided into four equal sublots. One sample shall be taken for each sublot from the plastic concrete delivered to the job site. Sampling locations shall be determined by the Engineer in accordance with random sampling procedures contained in ASTM D3665. The concrete shall be sampled in accordance with ASTM C172.

(2) Testing. Two (2) specimens shall be made from each sample. Specimens shall be made in accordance with ASTM C31 and the flexural strength of each specimen shall be determined in accordance with ASTM C78. The flexural strength for each sublot shall be computed by averaging the results of the two test specimens representing that sublot.

Immediately prior to testing for flexural strength, the beam shall be weighed and measured for determination of a sample unit weight. Measurements shall be made for each dimension; height, depth, and length, at the mid-point of the specimen and reported to the nearest 1/10 inch. The weight of the specimen shall be reported to the nearest 0.1 pound. The sample unit weight shall be calculated by dividing the sample weight by the calculated volume of the sample. This information shall be reported as companion information to the measured flexural strength for each specimen.

The samples will be transported while in the molds. The curing, except for the initial cure period, will be accomplished using the immersion in saturated lime water method.

Slump, air content, and temperature tests will also be conducted by the quality assurance laboratory for each set of strength test samples, per ASTM C31.

(3) Curing. The Contractor shall provide adequate facilities for the initial curing of beams. During the 24 hours after molding, the temperature immediately adjacent to the specimens must be maintained in the range of 60° to 80°F, and loss of moisture from the specimens must be prevented. The specimens may be stored in tightly constructed wooden boxes, damp sand pits, temporary buildings at construction sites, under wet burlap in favorable weather, or in heavyweight closed plastic bags, or using other suitable methods, provided the temperature and moisture loss requirements are met.

(4) Acceptance. Acceptance of pavement for flexural strength will be determined by the Engineer in accordance with paragraph 501-5.2b.

b. Pavement Thickness.

(1) Sampling. Each lot shall be divided into four equal sublots and one core shall be taken by the Contractor for each sublot. Sampling locations shall be determined by the Engineer in accordance with random sampling procedures contained in ASTM D3665. Areas, such as thickened edges, with planned variable thickness, shall be excluded from sample locations.

Cores shall be neatly cut with a core drill. The Contractor shall furnish all tools, labor, and materials for cutting samples and filling the cored hole. Core holes shall be filled by the Contractor with a non-shrink grout approved by the Engineer within one day after sampling.

(2) Testing. The thickness of the cores shall be determined by the Engineer by the average caliper measurement in accordance with ASTM C174.

(3) Acceptance. Acceptance of pavement for thickness shall be determined by the Engineer in accordance with paragraph 501-5.2c.

c. Partial Lots. When operational conditions cause a lot to be terminated before the specified number of tests have been made for the lot, or when the Contractor and Engineer agree in writing to allow overages or minor placements to be considered as partial lots, the following procedure will be used to adjust the lot size and the number of tests for the lot.

Where three sublots have been produced, they shall constitute a lot. Where one or two sublots have been produced, they shall be incorporated into the next lot or the previous lot and the total number of sublots shall be used in the acceptance criteria calculation, that is, n=5 or n=6.

d. Outliers. All individual flexural strength tests within a lot shall be checked for an outlier (test criterion) in accordance with ASTM E178, at a significance level of 5%. Outliers shall be discarded, and the percentage of material within specification limits (PWL) shall be determined using the remaining test values.

501-5.2 ACCEPTANCE CRITERIA.

a. General. Acceptance will be based on the following characteristics of the completed pavement discussed in paragraph 501-5.2e:

(1) Flexural strength
(2) Thickness
(3) Smoothness
(4) Grade
(5) Edge slump

Flexural strength and thickness shall be evaluated for acceptance on a lot basis using the method of estimating PWL. Acceptance using PWL considers the variability (standard deviation) of the material and the testing procedures, as well as the average (mean) value of the test results to calculate the percentage of material that is above the lower specification tolerance limit (L).

Acceptance for flexural strength will be based on the criteria contained in accordance with paragraph 501-5.2e(1). Acceptance for thickness will be based on the criteria contained in paragraph 501-5.2e(2). Acceptance for smoothness will be based on the criteria contained in paragraph 501-5.2e(3). Acceptance for grade will be based on the criteria contained in paragraph 501-5.2e(4).

The Engineer may at any time, notwithstanding previous plant acceptance, reject and require the Contractor to dispose of any batch of concrete mixture which is rendered unfit for use due to contamination, segregation, or improper slump. Such rejection may be based on only visual inspection. In the event of such rejection, the Contractor may take a representative sample of the rejected material in the presence of the Engineer, and if it can be demonstrated in the laboratory, in the presence of the Engineer, that such material was erroneously rejected, payment will be made for the material at the contract unit price.

b. Flexural Strength. Acceptance of each lot of in-place pavement for flexural strength shall be based on PWL. The Contractor shall target production quality to achieve 90 PWL or higher.

c. Pavement Thickness. Acceptance of each lot of in-place pavement shall be based on PWL. The Contractor shall target production quality to achieve 90 PWL or higher.

d. Percentage of Material Within Limits (PWL). The PWL shall be determined in accordance with procedures specified in Section 110 of the General Provisions. The lower specification tolerance limit (L) for flexural strength and thickness shall be:

Lower Specification Tolerance Limit (L)

Flexural Strength	0.93 x strength specified in paragraph 501-3.1
Thickness	Lot Plan Thickness in inches, - 0.50 in

e. Acceptance Criteria.

(1) Flexural Strength. If the PWL of the lot equals or exceeds 90%, the lot shall be acceptable. Acceptance and payment for the lot shall be determined in accordance with paragraph 501-8.1.

(2) Thickness. If the PWL of the lot equals or exceeds 90%, the lot shall be acceptable. Acceptance and payment for the lot shall be determined in accordance with paragraph 501-8.1.

(3) Smoothness. As soon as the concrete has hardened sufficiently, but not later than 48 hours after placement, the surface of each lot shall be tested in both longitudinal and transverse directions for smoothness to reveal all surface irregularities exceeding the tolerances specified. The Contractor shall furnish paving equipment and employ methods that produce a surface for each section of pavement having an average profile index meeting the requirements of paragraph 501-8.1c when evaluated with a profilograph; and the finished surface of the pavement shall not vary more than 1/4 inch when evaluated with a 12-foot straightedge. When the surface smoothness exceeds specification tolerances which cannot be corrected by diamond grinding of the pavement, full depth removal and replacement of pavement shall be to the limit of the longitudinal placement. Corrections involving diamond grinding will be subject to the final pavement thickness tolerances specified.

(a) Transverse measurements. Transverse measurements will be taken for each lot placed. Transverse measurements will be taken perpendicular to the pavement centerline each 50 feet or more often as determined by the Engineer.

(i) Testing shall be continuous across all joints, starting with one-half the length of the straight edge at the edge of pavement section being tested and then moved ahead one-half the length of the straight edge for each successive measurement. Smoothness readings will not be made across grade changes or cross slope transitions; at these transition areas, the straightedge position shall be adjusted to measure surface smoothness and not design grade or cross slope transitions. The amount of surface irregularity shall be determined by placing the freestanding (unleveled) straightedge on the pavement surface and allowing it to rest upon the two highest spots covered by its length, and measuring the maximum gap between the straightedge and the pavement surface in the area between these two high points. Deviations on final pavement > 1/4 inch in transverse direction shall be corrected with diamond grinding per paragraph 501-4.19g or by removing and replacing full depth of pavement.

Grinding will be tapered in all directions to provide smooth transitions to areas not requiring grinding. The area corrected by grinding should not exceed 10% of the total area and these areas shall be retested after grinding.

(ii) The joint between lots shall be tested separately to facilitate smoothness between lots. The amount of surface irregularity shall be determined by placing the freestanding (unleveled) straightedge on the pavement surface, with half the straightedge on one side of the joint and the other half of the straightedge on the other side of the joint. Measure the maximum gap between the straightedge and the pavement surface in the area between these two high points. One measurement shall be taken at the joint every 50 feet or more often if directed by the Engineer. Maximum gap on final pavement surface > 1/4 inch in transverse direction shall be corrected with diamond grinding per paragraph 501-4.19g or by removing and replacing full depth of surface. Each measurement shall be recorded and a copy of the data shall be furnished to the Engineer at the end of each days testing.

(b) Longitudinal measurements. Longitudinal measurements will be taken for each lot placed. Longitudinal tests will be parallel to the centerline of paving; at the center of paving lanes when widths of paving lanes are less than 20 feet; and at the one third points of paving lanes when widths of paving lanes are 20 ft or greater.

(i) Longitudinal Short Sections. Longitudinal Short Sections are when the longitudinal lot length is less than 200 feet and areas not requiring a profilograph. When approved by the

Engineer, the first and last 15 feet of the lot can also be considered as short sections for smoothness. The finished surface shall not vary more than 1/4 inch when evaluated with a 12-foot straightedge. Smoothness readings will not be made across grade changes or cross slope transitions, at these transition areas, the straightedge position shall be adjusted to measure surface smoothness and not design grade or cross slope transitions. Testing shall be continuous across all joints, starting with one-half the length of the straight edge at the edge of pavement section being tested and then moved ahead one-half the length of the straight edge for each successive measurement. The amount of surface irregularity shall be determined by placing the freestanding (unleveled) straightedge on the pavement surface and allowing it to rest upon the two highest spots covered by its length, and measuring the maximum gap between the straightedge and the pavement surface in the area between these two high points. Deviations on final pavement surface > 1/4 inch in longitudinal direction will be corrected with diamond grinding per paragraph 501-4.19g or by removing and replacing full depth of surface. Grinding will be tapered in all directions to provide smooth transitions to areas not requiring grinding. The area corrected by grinding should not exceed 10% of the total area and these areas shall be retested after grinding.

(ii) Profilograph Testing. Profilograph testing shall be performed by the contractor using approved equipment and procedures as described as ASTM E1274. The equipment shall utilize electronic recording and automatic computerized reduction of data to indicate “must grind” bumps and the Profile Index for the pavement using a 0.2 inch blanking band. The bump template must span one inch with an offset of 0.4 inches. The profilograph must be calibrated prior to use and operated by a factory or State DOT approved operator. Profilograms shall be recorded on a longitudinal scale of one inch equals 25 feet and a vertical scale of one inch equals one inch. A copy of the reduced tapes shall be furnished to the Engineer at the end of each days testing.

The pavement must have an average profile index meeting the requirements of paragraph 501-8.1c. Deviations on final surface in longitudinal direction shall be corrected with diamond grinding per paragraph 501-4.19g or by removing and replacing full depth of pavement. Grinding will be tapered in all directions to provide smooth transitions to areas not requiring grinding. The area corrected by grinding should not exceed 10% of the total area and these areas shall be retested after grinding.

Where corrections are necessary, second profilograph runs shall be performed to verify that the corrections produced an average profile index of 15 inches per mile or less. If the initial average profile index was less than 15 inches, only those areas representing greater than 0.4 inch deviation will be re-profiled for correction verification.

(iii) Final profilograph *of the reconstructed portion* **of** *the* **runway.** Final profilograph, ~~full~~ *last 1000 feet of runway before the reconstructed portion AND portion of the* length of runway *that was reconstructed*, shall be performed to facilitate testing of smoothness between lots. *Any required grinding of EXISTING runway pavement to meet smoothness requirements from profilograph measures will be paid for separately.* Profilograph testing shall be performed by the contractor using approved equipment and procedures as described as ASTM E1274. The pavement must have an average profile index meeting the requirements of paragraph 501-8.1c. The equipment shall utilize electronic recording and automatic computerized reduction of data to indicate “must grind” bumps and the Profile Index for the pavement using a 0.2 inch blanking band. The bump template must span one inch with an offset of 0.4 inches. The profilograph must be calibrated prior to use and operated by a factory or State DOT approved, trained operator. Profilograms shall be recorded on a longitudinal scale of one inch equals 25 feet and a vertical scale of one inch equals one inch. A copy of the reduced tapes shall be furnished to the Engineer at the end of each days testing. Profilograph of final runway shall be performed one foot right and left of runway centerline and 15 feet right and left of centerline. Any areas *within the reconstructed portion of the runway* that indicate “must grind” will be corrected as directed by the Engineer *at no separate payment. Any required grinding of existing runway pavement to meet smoothness requirements from profilograph measures and as directed by the Engineer will be paid for separately. Pavement joints damaged by grinding of existing pavement are to be replaced following Item P-605.*

Smoothness testing indicated in the above paragraphs except paragraph (iii) shall be performed within 48 hours of placement of material. Smoothness texting indicated in paragraph (iii) shall be performed within 48 hours final paving completion. The primary purpose of smoothness testing is to identify areas that may be prone to ponding of water which could lead to hydroplaning of aircraft. If the contractor's machines and/or methods are producing significant areas that need corrective actions then production should be stopped until corrective measures can be implemented. If corrective measures are not implemented and when directed by the Engineer, production shall be stopped until corrective measures can be implemented.

(4) Grade. An evaluation of the surface grade shall be made by the Engineer for compliance to the tolerances contained below. The finish grade will be determined by running levels at intervals of 50 ft or less longitudinally and all breaks in grade transversely (not to exceed 50 ft) to determine the elevation of the completed pavement. The Contractor shall pay the costs of surveying the level runs, and this work shall be performed by a licensed surveyor. The documentation, stamped and signed by a licensed surveyor, shall be provided by the Contractor to the Engineer.

(a) Lateral Deviation. Lateral deviation from established alignment of the pavement edge shall not exceed plus or minus 0.10 foot in any lane.

(b) Vertical Deviation. Vertical deviation from established grade shall not exceed plus or minus 0.04 foot at any point.

(5) Edge Slump. When excessive edge slump cannot be corrected before the concrete has hardened, the area with excessive edge slump shall be removed and replaced at the expense of the Contractor as directed by the Engineer in accordance with paragraph 501-4.8a.

f. Removal and Replacement of Concrete. Any area or section of concrete that is removed and replaced shall be removed and replaced back to planned joints. The Contractor shall replace damaged dowels and the requirements for doweled longitudinal construction joints in paragraph 501-4.10 shall apply to all contraction joints exposed by concrete removal. Removal and replacement shall be in accordance with paragraph 501-4.20.

CONTRACTOR QUALITY CONTROL

501-6.1 QUALITY CONTROL PROGRAM. The Contractor shall develop a Quality Control Program in accordance with Section 100 of the General Provisions. The program shall address all elements that effect the quality of the pavement including but not limited to:

- **a.** Mix Design
- **b.** Aggregate Gradation
- **c.** Quality of Materials
- **d.** Stockpile Management
- **e.** Proportioning
- **f.** Mixing and Transportation
- **g.** Placing and Consolidation
- **h.** Joints
- **i.** Dowel Placement and Alignment
- **j.** Flexural or Compressive Strength
- **k.** Finishing and Curing
- **l.** Surface Smoothness

501-6.2 QUALITY CONTROL TESTING. The Contractor shall perform all quality control tests necessary to control the production and construction processes applicable to this specification and as set forth in the Quality Control Program. The testing program shall include, but not necessarily be limited to, tests for aggregate gradation, aggregate moisture content, slump, and air content.

a. Fine Aggregate.

(1) Gradation. A sieve analysis shall be made at least twice daily in accordance with ASTM C 136 from randomly sampled material taken from the discharge gate of storage bins or from the conveyor belt.

(2) Moisture Content. If an electric moisture meter is used, at least two direct measurements of moisture content shall be made per week to check the calibration. If direct measurements are made in lieu of using an electric meter, two tests shall be made per day. Tests shall be made in accordance with ASTM C 70 or ASTM C 566.

b. Coarse Aggregate.

(1) Gradation. A sieve analysis shall be made at least twice daily for each size of aggregate. Tests shall be made in accordance with ASTM C 136 from randomly sampled material taken from the discharge gate of storage bins or from the conveyor belt.

(2) Moisture Content. If an electric moisture meter is used, at least two direct measurements of moisture content shall be made per week to check the calibration. If direct measurements are made in lieu of using an electric meter, two tests shall be made per day. Tests shall be made in accordance with ASTM C 566.

c. Slump. Four slump tests shall be performed for each lot of material produced in accordance with the lot size defined in paragraph 501-5.1. One test shall be made for each sublot. Slump tests shall be performed in accordance with ASTM C143 from material randomly sampled from material discharged from trucks at the paving site. Material samples shall be taken in accordance with ASTM C172.

d. Air Content. Four air content tests, shall be performed for each lot of material produced in accordance with the lot size defined in paragraph 501-5.1. One test shall be made for each sublot. Air content tests shall be performed in accordance with ASTM C231 for gravel and stone coarse aggregate and ASTM C173 for slag or other porous coarse aggregate, from material randomly sampled from trucks at the paving site. Material samples shall be taken in accordance with ASTM C172.

e. Four unit weight and yield tests shall be made in accordance with ASTM C 138. The samples shall be taken in accordance with ASTM C 172 and at the same time as the air content tests.

501-6.3 CONTROL CHARTS. The Contractor shall maintain linear control charts for fine and coarse aggregate gradation, slump, moisture content and air content.

Control charts shall be posted in a location satisfactory to the Engineer and shall be kept up to date at all times. As a minimum, the control charts shall identify the project number, the contract item number, the test number, each test parameter, the Action and suspension Limits, or Specification limits, applicable to each test parameter, and the Contractor's test results. The Contractor shall use the control charts as part of a process control system for identifying potential problems and assignable causes before they occur. If the Contractor's projected data during production indicates a potential problem and the Contractor is not taking satisfactory corrective action, the Engineer may halt production or acceptance of the material.

a. Fine and Coarse Aggregate Gradation. The Contractor shall record the running average of the last five gradation tests for each control sieve on linear control charts. Specification limits contained in the Lower Specification Tolerance Limit (L) table above and the Control Chart Limits table below shall be superimposed on the Control Chart for job control.

b. Slump and Air Content. The Contractor shall maintain linear control charts both for individual measurements and range (that is, difference between highest and lowest measurements) for slump and air content in accordance with the following Action and Suspension Limits.

CONTROL CHART LIMITS			
Control Parameter	Individual Measurements		Range Suspension Limit
	Action Limit	Suspension Limit	
Slip Form:			
Slump	+0 to -1 inch	+0.5 to -1.5 inch	± 1.5 inch
Air Content	±1.2%	± 1.8%	± 2.5%
Fixed Form			
Slump	+ 0.5 to -1 inch	+1 to -1.5 inch	± 1.5 inch
Air Content	± 1.2%	± 1.8%	± 2.5%

The individual measurement control charts shall use the mix design target values as indicators of central tendency.

501-6.4 CORRECTIVE ACTION. The Contractor Quality Control Program shall indicate that appropriate action shall be taken when the process is believed to be out of control. The Contractor Quality Control Program shall detail what action will be taken to bring the process into control and shall contain sets of rules to gauge when a process is out of control. As a minimum, a process shall be deemed out of control and corrective action taken if any one of the following conditions exists.

a. Fine and Coarse Aggregate Gradation. When two consecutive averages of five tests are outside of the specification limits in paragraph 501-2.1, immediate steps, including a halt to production, shall be taken to correct the grading.

b. Fine and Coarse Aggregate Moisture Content. Whenever the moisture content of the fine or coarse aggregate changes by more than 0.5%, the scale settings for the aggregate batcher and water batcher shall be adjusted.

c. Slump. The Contractor shall halt production and make appropriate adjustments whenever:

(1) one point falls outside the Suspension Limit line for individual measurements or range; or
(2) two points in a row fall outside the Action Limit line for individual measurements.

d. Air Content. The Contractor shall halt production and adjust the amount of air-entraining admixture whenever:

(1) one point falls outside the Suspension Limit line for individual measurements or range; or
(2) two points in a row fall outside the Action Limit line for individual measurements.

Whenever a point falls outside the Action Limits line, the air-entraining admixture dispenser shall be calibrated to ensure that it is operating correctly and with good reproducibility.

METHOD OF MEASUREMENT

501-7.1 Portland cement concrete pavement shall be measured by the number of **square yards** of either plain or reinforced pavement as specified in-place, completed and accepted.

The Contractor's Quality Control Plan shall not be measured separately but shall be considered an incidental aspect of the pavement construction.

BASIS OF PAYMENT

501-8.1 PAYMENT. Payment for concrete pavement meeting all acceptance criteria as specified in paragraph 501-5.2 Acceptance Criteria shall be based on results of smoothness, strength and thickness tests. Payment for acceptable lots of concrete pavement shall be adjusted in accordance with paragraph 501-8.1a for strength and thickness and 501-8.1c for smoothness, subject to the limitation that:

The total project payment for concrete pavement shall not exceed **100 percent** of the product of the contract unit price and the total number of square yards of concrete pavement used in the accepted work (See Note 1 under the Price Adjustment Schedule table below).

Payment shall be full compensation for all labor, materials, tools, equipment, and incidentals required to complete the work as specified herein and on the drawings.

a. Basis of Adjusted Payment. The pay factor for each individual lot shall be calculated in accordance with the Price Adjustment Schedule table below. A pay factor shall be calculated for both flexural strength and thickness. The lot pay factor shall be the higher of the two values when calculations for both flexural strength and thickness are 100% or higher. The lot pay factor shall be the product of the two values when only one of the calculations for either flexural strength or thickness is 100% or higher. The lot pay factor shall be the lower of the two values when calculations for both flexural strength and thickness are less than 100%.

PRICE ADJUSTMENT SCHEDULE [1]

Percentage of Materials Within Specification Limits (PWL)	Lot Pay Factor (Percent of Contract Unit Price)
96 – 100	106
90 – 95	PWL + 10
75 – 90	0.5 PWL + 55
55 – 74	1.4 PWL – 12
Below 55	Reject[2]

[1] Although it is theoretically possible to achieve a pay factor of 106% for each lot, actual payment in excess of 100% shall be subject to the total project payment limitation specified in paragraph 501-8.1.

[2] The lot shall be removed and replaced. However, the Engineer may decide to allow the rejected lot to remain. In that case, if the Engineer and Contractor agree in writing that the lot shall not be removed, it shall be paid for at 50% of the contract unit price and the total project payment limitation shall be reduced by the amount withheld for the rejected lot.

For each lot accepted, the adjusted contract unit price shall be the product of the lot pay factor for the lot and the contract unit price. Payment shall be subject to the total project payment limitation specified in paragraph 501-8.1. Payment in excess of 100% for accepted lots of concrete pavement shall be used to offset payment for accepted lots of concrete pavement that achieve a lot pay factor less than 100%.

b. Payment. Payment shall be made under:

Item P-501-1	Portland Cement Concrete Pavement—per square yard
Item P-501-2	*Grinding of Existing Concrete Pavement to meet profilograph requirements – per square yard*

Grinding of EXISTING runway pavement to meet smoothness requirements from Section 501-5.2.e.(3)(b)(iii), when directed by the Engineer, will be paid for at the contract unit price per square yard for smoothness grinding of existing pavement, by the square yard of completed and accepted grinding. Costs are to include all labor, materials, tools, equipment, and incidentals (including replacement of damaged concrete joints) required to complete the work.

c. Basis of adjusted payment for Smoothness. Price adjustment for pavement smoothness will apply to the total area of concrete within a section of pavement and shall be applied in accordance the following equation and schedule:

(Square yard in section) × (original unit price per square yard) × PFm = reduction in payment for area within section

Average Profile Index (Inches Per Mile) Pavement Strength Rating			**Contract Unit Price Adjustment (PFm)**
Over 30,000 lb	~~**30,000 lb or Less**~~	**Short Sections**	
0 - 7	~~0 - 10~~	0 - 15	0.00
7.1 - 9	~~10.1 - 11~~	15.1 - 16	0.02
9.1 - 11	~~11.1 - 12~~	16.1 - 17	0.04
11.1 - 13	~~12.1 - 13~~	17.1 - 18	0.06
13.1 - 14	~~13.1 - 14~~	18.1 - 20	0.08
14.1 - 15	~~14.1 - 15~~	20.1 - 22	0.10
15.1 and up	~~15.1 and up~~	22.1 and up	Corrective work required

TESTING REQUIREMENTS

ASTM C31	Standard Practice for Making and Curing Concrete Test Specimens in the Field
ASTM C39	Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens
ASTM C70	Standard Test Method for Surface Moisture in Fine Aggregate
ASTM C78	Standard Test Method for Flexural Strength of Concrete (Using Simple Beam with Third-Point Loading)
ASTM C88	Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C117	Standard Test Method for Materials Finer Than 75-µm (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C131	Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregates

ASTM C138	Standard Test Method for Density (Unit Weight), Yield, and Air Content (Gravimetric) of Concrete
ASTM C142	Standard Test Method for Clay Lumps and Friable Particles in Aggregates
ASTM C143	Standard Test Method for Slump of Hydraulic-Cement Concrete
ASTM C172	Standard Practice for Sampling Freshly Mixed Concrete
ASTM C173	Standard Test Method for Air Content of Freshly Mixed Concrete by the Volumetric Method
ASTM C174	Standard Test Method for Measuring Thickness of Concrete Elements Using Drilled Concrete Cores
ASTM C227	Standard Test Method for Potential Alkali Reactivity of Cement-Aggregate Combinations (Mortar-Bar Method)
ASTM C231	Standard Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method
ASTM C289	Standard Test Method for Potential Alkali-Silica Reactivity of Aggregates (Chemical Method)
ASTM C295	Standard Guide for Petrographic Examination of Aggregates for Concrete
ASTM C114	Standard Test Methods for Chemical Analysis of Hydraulic Cement
ASTM C311	Standard Test Methods for Sampling and Testing Fly Ash or Natural Pozzolans for Use in Portland Cement Concrete
ASTM C566	Standard Test Method for Total Evaporable Moisture Content of Aggregates by Drying
ASTM C642	Standard Test Method for Density, Absorption, and Voids in Hardened Concrete
ASTM C666	Standard Test Method for Resistance of Concrete to Rapid Freezing and Thawing
ASTM C1077	Standard Practice for Agencies Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Testing Agency Evaluation
ASTM C1260	Standard Test Method for Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
ASTM C1567	Standard Test Method for Determining the Potential Alkali-Silica Reactivity of Combinations of Cementitious Materials and Aggregate (Accelerated Mortar-Bar Method)
ASTM C1602	Standard Specification for Mixing Water Used in the Production of Hydraulic Cement Concrete
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D4791	Standard Test Method for Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate

ASTM E178 Standard Practice for Dealing With Outlying Observations

ASTM E1274 Standard Test Method for Measuring Pavement Roughness Using a Profilograph

U.S. Army Corps of Engineers (USACE) Concrete Research Division (CRD) C662 Determining the Potential Alkali-Silica Reactivity of Combinations of Cementitious Materials, Lithium Nitrate Admixture and Aggregate (Accelerated Mortar-Bar Method)

MATERIAL REQUIREMENTS

ASTM A184 Standard Specification for Welded Deformed Steel Bar Mats for Concrete Reinforcement

ASTM A615 Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement

ASTM A704 Standard Specification for Welded Steel Plain Bar or Rod Mats for Concrete Reinforcement

ASTM A706 Standard Specification for Low-Alloy Steel Deformed and Plain Bars for Concrete Reinforcement

ASTM A714 Standard Specification for High-Strength Low-Alloy Welded and Seamless Steel Pipe

ASTM A775 Standard Specification for Epoxy-Coated Steel Reinforcing Bars

ASTM A934 Standard Specification for Epoxy-Coated Prefabricated Steel Reinforcing Bars

ASTM A996 Standard Specification for Rail-Steel and Axle-Steel Deformed Bars for Concrete Reinforcement

ASTM A1064 Standard Specification for Carbon-Steel Wire and Welded Wire Reinforcement, Plain and Deformed, for Concrete

ASTM A1078 Standard Specification for Epoxy-Coated Steel Dowels for Concrete Pavement

ASTM C33 Standard Specification for Concrete Aggregates

ASTM C94 Standard Specification for Ready-Mixed Concrete

ASTM C150 Standard Specification for Portland Cement

ASTM C171 Standard Specification for Sheet Materials for Curing Concrete

ASTM C260 Standard Specification for Air-Entraining Admixtures for Concrete

ASTM C309 Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete

ASTM C494 Standard Specification for Chemical Admixtures for Concrete

ASTM C595 Standard Specification for Blended Hydraulic Cements

ASTM C618	Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use in Concrete
ASTM C881	Standard Specification for Epoxy-Resin-Base Bonding Systems for Concrete
ASTM C989	Standard Specification for Slag Cement for Use in Concrete and Mortars
ASTM D1751	Standard Specification for Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Nonextruding and Resilient Bituminous Types)
ASTM D1752	Standard Specification for Preformed Sponge Rubber and Cork and Recycled PVC Expansion Joint Fillers for Concrete Paving And Structural Construction
ACI 211.1	Standard Practice for Selecting Proportions for Normal, Heavyweight, and Mass Concrete
ACI 305R	Guide to Hot Weather Concreting
ACI 306R	Guide to Cold Weather Concreting
ACI 309R	Guide for Consolidation of Concrete
AC 150/5320-6	Airport Pavement Design and Evaluation
PCA	Design and Control of Concrete Mixtures

END ITEM P-501

ITEM P-602 BITUMINOUS PRIME COAT

DESCRIPTION

602-1.1 This item shall consist of an application of bituminous material on the prepared base course in accordance with these specifications and in reasonably close conformity to the lines shown on the plans.

MATERIALS

602-2.1 BITUMINOUS MATERIAL. The bituminous material shall be an emulsified asphalt indicated in ASTM D3628 as a bituminous application for prime coat appropriate to local conditions or as designated by the Engineer.

CONSTRUCTION METHODS

602-3.1 WEATHER LIMITATIONS. The prime coat shall be applied only when the existing surface is dry; the atmospheric temperature is 50°F or above, and the temperature has not been below 35°F for the 12 hours prior to application; and when the weather is not foggy or rainy. The temperature requirements may be waived when directed by the Engineer.

602-3.2 EQUIPMENT. The equipment shall include a self-powered pressure bituminous material distributor and equipment for heating bituminous material.

Provide a distributor with pneumatic tires of such size and number that the load produced on the base surface does not exceed 65.0 psi of tire width to prevent rutting, shoving or otherwise damaging the base, surface or other layers in the pavement structure. Design and equip the distributor to spray the bituminous material in a uniform coverage at the specified temperature, at readily determined and controlled rates from 0.05 to 2.0 gallons per square yard, with a pressure range of 25 to 75 psi and with an allowable variation from the specified rate of not more than ±5%, and at variable widths. Include with the distributor equipment a separate power unit for the bitumen pump, full-circulation spray bars, tachometer, pressure gauges, volume-measuring devices, adequate heaters for heating of materials to the proper application temperature, a thermometer for reading the temperature of tank contents, and a hand hose attachment suitable for applying bituminous material manually to areas inaccessible to the distributor. Equip the distributor to circulate and agitate the bituminous material during the heating process. If the distributor is not equipped with an operable quick shutoff valve, the prime operations shall be started and stopped on building paper. The Contractor shall remove blotting sand prior to asphalt concrete lay down operations at no additional expense to the Owner.

A power broom and power blower suitable for cleaning the surfaces to which the bituminous coat is to be applied shall be provided.

602-3.3 APPLICATION OF BITUMINOUS MATERIAL. Immediately before applying the prime coat, the full width of the surface to be primed shall be swept with a power broom to remove all loose dirt and other objectionable material.

The bituminous material shall be uniformly applied with a bituminous distributor at the rate of 0.15 to 0.30 gallons per square yard depending on the base course surface texture. The type of bituminous material and application rate shall be approved by the Engineer prior to application.

Following application of the bituminous material and prior to application of the succeeding layer of pavement, allow the bituminous coat to cure and to obtain evaporation of any volatiles or moisture. Maintain the coated surface until the succeeding layer of pavement is placed, by protecting the surface against damage and by repairing and recoating deficient areas. Allow the prime coat to cure without being disturbed for a period of at least 48 hours or longer, as may be necessary to attain penetration into the treated course. Furnish and spread enough sand to effectively blot up and cure excess bituminous

material. Keep traffic off surfaces freshly treated with bituminous material. Provide sufficient warning signs and barricades so that traffic will not travel over freshly treated surfaces.

602-3.4 TRIAL APPLICATIONS. Before providing the complete bituminous coat, the Contractor shall apply three lengths of at least 100 feet for the full width of the distributor bar to evaluate the amount of bituminous material that can be satisfactorily applied with the equipment. Apply three different trial application rates of bituminous materials within the application range specified in paragraph 602-3.3. Other trial applications will be made using various amounts of material as deemed necessary by the Engineer.

602-3.5 BITUMINOUS MATERIAL CONTRACTOR'S RESPONSIBILITY. The Contractor shall provide a statement of source and character of the proposed bituminous material which must be submitted to and approved by the Engineer before any shipment of bituminous materials to the project. The Contractor shall furnish vendor's certified test reports for each carload, or equivalent, of bituminous material shipped to the project. The test reports shall be provided to and approved by the Engineer before the bituminous material is applied. If the bituminous material does not meet the specifications, it shall be replaced at the Contractor's expense. Furnishing the vendor's certified test report for the bituminous material shall not be interpreted as basis for final acceptance.

602-3.6 FREIGHT AND WEIGH BILLS. The Contractor shall submit waybills and delivery tickets during the progress of the work. Before the final estimate is allowed, file with the Engineer certified waybills and certified delivery tickets for all bituminous materials used in the construction of the pavement covered by the contract. Do not remove bituminous material from storage until the initial outage and temperature measurements have been taken. The delivery or storage units will not be released until the final outage has been taken.

METHOD OF MEASUREMENT

602-4.1 The bituminous material for prime coat shall be measured by the *gallon*. Volume shall be corrected to the volume at 60°F in accordance with ASTM D1250. The bituminous material paid for will be the measured quantities used in the accepted work, provided that the measured quantities are not 10% over the specified application rate. Any amount of bituminous material more than 10% over the specified application rate for each application will be deducted from the measured quantities, except for irregular areas where hand spraying of the bituminous material is necessary. Water added to emulsified asphalt will not be measured for payment.

BASIS OF PAYMENT

602-5.1 Payment shall be made at the contract unit price per *gallon* for bituminous prime coat. This price shall be full compensation for furnishing all materials and for all preparation, delivering, and applying the materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

Item P-602-1	Bituminous Prime Coat—per **Gallon**

TESTING REQUIREMENTS

ASTM D1250 Standard Guide for Use of the Petroleum Measurement Tables

MATERIAL REQUIREMENTS

ASTM D977 Standard Specification for Emulsified Asphalt

ASTM D2028 Standard Specification for Cutback Asphalt (Rapid-Curing Type)

ASTM D2397 Standard Specification for Cationic Emulsified Asphalt

ASTM D3628 Standard Practice for Selection and Use of Emulsified Asphalts

END OF ITEM P-602

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ITEM P-605 JOINT SEALANTS FOR CONCRETE PAVEMENTS

DESCRIPTION

605-1.1 This item shall consist of providing and installing a resilient and adhesive joint sealing material capable of effectively sealing joints and cracks in rigid pavements.

MATERIALS

605-2.1 JOINT SEALERS. Joint sealant materials shall meet the requirements of **ASTM D5893: Standard Specifications for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements.**

Each lot or batch of sealant shall be delivered to the jobsite in the manufacturer's original sealed container. Each container shall be marked with the manufacturer's name, batch or lot number, the safe heating temperature, and shall be accompanied by the manufacturer's certification stating that the sealant meets the requirements of this specification.

605-2.2 BACKER ROD. *Backer rod shall meet the requirements of ASTM D 5249.* The material furnished shall be a compressible, non-shrinking, non-staining, non-absorbing material that is non-reactive with the *concrete and* joint sealant. The material shall have a water absorption of not more than 5% when tested in accordance with ASTM C509. The backer-rod material shall be 25% ± 5 % larger in diameter than the nominal width of the ~~crack~~ *joint*.

605-2.3 BACKUP MATERIALS. Provide backup material that is a compressible, nonshrinking, nonstaining, nonabsorbing material, nonreactive with the joint sealant. The material shall have a melting point at least 5°F greater than the pouring temperature of the sealant being used when tested in accordance with ASTM D789. The material shall have a water absorption of not more than 5% of the sample weight when tested in accordance with ASTM C509. The backup material shall be 25 ±5% larger in diameter than the nominal width of the crack.

605-2.4 BOND BREAKING TAPES. Provide backup material that is a compressible, nonshrinking, nonstaining, nonabsorbing material, nonreactive with the joint sealant. The material shall have a melting point at least 5°F greater than the pouring temperature of the sealant being used when tested in accordance with ASTM D789. The material shall have a water absorption of not more than 5% of the sample weight when tested in accordance with ASTM C509. The backup material shall be 25 ±5% larger in diameter than the nominal width of the crack.

CONSTRUCTION METHODS

605-3.1 TIME OF APPLICATION. Joints shall be sealed as soon after completion of the curing period as feasible and before the pavement is opened to traffic, including construction equipment. The pavement temperature shall be 50°F and rising at the time of application of the poured joint sealing material. Do not apply sealant if moisture is observed in the joint.

Prior to beginning the sealing operation, the Contractor shall have the sealant supplier demonstrate, to the satidfaction of the Engineer, the cleaning and installation procedures for the joint sealant to be installed on the project.

605-3.2 EQUIPMENT. Machines, tools, and equipment used in the performance of the work required by this section shall be approved before the work is started and maintained in satisfactory condition at all times. Submit a list of proposed equipment to be used in performance of construction work including descriptive data, **15** days prior to use on the project.

605-3.3 PREPARATION OF JOINTS.

a. Sawing. All joints shall be sawed in accordance with specifications and plan details. Immediately after sawing the joint, the resulting slurry shall be completely removed from joint and adjacent area by flushing with a jet of water, and by use of other tools as necessary.

b. Sealing. Immediately before sealing, the joints shall be thoroughly cleaned of all remaining laitance, curing compound, and other foreign material. Cleaning shall be accomplished by sandblasting. Sandblasting shall be accomplished in a minimum of two passes. One pass per joint face with the nozzle held at an angle directly toward the joint face and not more that 3 inches from it. Upon completion of cleaning, the joints shall be blown out with compressed air free of oil and water. Only air compressors with operable oil and water traps shall be used to prepare the joints for sealing. The joint faces shall be surface dry when the seal is applied.

Immediately before sealing, the joints shall be thoroughly cleaned of all remaining laitance, curing compound, filler, protrusions of hardened concrete, old sealant and other foreign material from the sides and upper edges of the joint space to be sealed. Cleaning shall be accomplished by sandblasting as specified in paragraph 605-3.2. The newly exposed concrete joint faces and the pavement surface extending a minimum of 1/2 inch from the joint edge shall be sandblasted clean. Sandblasting shall be accomplished in a minimum of two passes. One pass per joint face with the nozzle held at an angle directly toward the joint face and not more than 3 inches from it. After final cleaning and immediately prior to sealing, blow out the joints with compressed air and leave them completely free of debris and water. The joint faces shall be surface dry when the seal is applied.

c. Back-Up Material. When the joint opening is of a greater depth than indicated for the sealant depth, plug or seal off the lower portion of the joint opening using a back-up material to prevent the entrance of the sealant below the specified depth. Take care to ensure that the backup material is placed at the specified depth and is not stretched or twisted during installation.

d. Bond-Breaking Tape. Where inserts or filler materials contain bitumen, or the depth of the joint opening does not allow for the use of a backup material, insert a bond-breaker separating tape to prevent incompatibility with the filler materials and three-sided adhesion of the sealant. Securely bond the tape to the bottom of the joint opening so it will not float up into the new sealant.

605-3.4 INSTALLATION OF SEALANTS. Joints shall be inspected for proper width, depth, alignment, and preparation, and shall be approved by the Engineer before sealing is allowed. Sealants shall be installed in accordance with the following requirements:

Immediately preceding, but not more than 50 feet ahead of the joint sealing operations, perform a final cleaning with compressed air. Fill the joints from the bottom up to **1/4** inch ±1/16 inch below the pavement surface. Remove and discard excess or spilled sealant from the pavement by approved methods. Install the sealant in such a manner as to prevent the formation of voids and entrapped air. In no case shall gravity methods or pouring pots be used to install the sealant material. Traffic shall not be permitted over newly sealed pavement until authorized by the Contracting Officer. When a primer is recommended by the manufacturer, apply it evenly to the joint faces in accordance with the manufacturer's instructions. Check the joints frequently to ensure that the newly installed sealant is cured to a tack-free condition within the time specified.

605-3.5 INSPECTION. The Contractor shall inspect the joint sealant for proper rate of cure and set, bonding to the joint walls, cohesive separation within the sealant, reversion to liquid, entrapped air and voids. Sealants exhibiting any of these deficiencies at any time prior to the final acceptance of the project shall be removed from the joint, wasted, and replaced as specified at no additional cost to the airport.

605-3.6 CLEAN-UP. Upon completion of the project, remove all unused materials from the site and leave the pavement in a clean condition.

METHOD OF MEASUREMENT

605-4.1 ~~Joint sealing material shall be measured by the **[**gallon**] [**pound**] [**linear foot**]** of sealant in place, completed, and accepted~~. *There will be no measurement of joint sealing for payment when installed in and adjacent to proposed concrete pavement.*

BASIS OF PAYMENT

605-5.1 ~~Payment for joint sealing material shall be made at the contract unit price per **[**gallon**] [**pound**] [**linear foot**]. The price shall be full compensation for furnishing all materials, for all preparation, delivering, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.~~ *There will be no separate payment for joint sealing when it is installed in and adjacent to proposed concrete pavement.*

~~Payment will be made under:~~

~~Item P-605-5.1a~~	~~Joint Sealing Filler – per Gallon~~
~~Item P-605-5.1b~~	~~Joint Sealing Filler – per Pound~~
~~Item P-605-5.1c~~	~~Joint Sealing Filler – per Linear Foot~~

TESTING REQUIREMENTS

ASTM D5249	*Standard Specification for Backer Material for Use with Cold- and Hot-Applied Joint Sealants in Portland-Cement Concrete and Asphalt Joints*
ASTM D412	Standard Test Methods for Vulcanized Rubber and Thermoplastic Elastomers – Tension
ASTM C509	Standard Specification for Elastomeric Cellular Preformed Gasket and Sealing Material
ASTM D1644	Standard Test Methods for Nonvolatile Content of Varnishes

MATERIAL REQUIREMENTS

AC 150/5340-30	Design and Installation Details for Airport Visual Aids
ASTM D789	Standard Test Method for Determination of Relative Viscosity of Polyamide (PA)
ASTM D5893	Standard Specification for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

END OF ITEM P-605

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ITEM P-610 STRUCTURAL PORTLAND CEMENT CONCRETE

DESCRIPTION

610-1.1 This item shall consist of reinforced structural Portland cement concrete (PCC), prepared and constructed in accordance with these specifications, at the locations and of the form and dimensions shown on the plans. This specification shall be used for all structural and miscellaneous concrete including signage bases.

MATERIALS

610-2.1 GENERAL. Only approved materials, conforming to the requirements of these specifications, shall be used in the work. Materials may be subject to inspection and tests at any time during their preparation or use. The source of all materials shall be approved by the Engineer before delivery or use in the work. Representative preliminary samples of the materials shall be submitted by the Contractor, when required, for examination and test. Materials shall be stored and handled to ensure preservation of their quality and fitness for use and shall be located to facilitate prompt inspection. All equipment for handling and transporting materials and concrete must be clean before any material or concrete is placed in them.

The use of pit-run aggregates shall not be permitted unless the pit-run aggregate has been screened and washed, and all fine and coarse aggregates stored separately and kept clean. The mixing of different aggregates from different sources in one storage stockpile or alternating batches of different aggregates shall not be permitted.

a. Reactivity. Fine and Coarse aggregates to be used in all concrete shall be evaluated and tested by the Contractor for alkali-aggregate reactivity in accordance with both ASTM C1260 and C1567. Aggregate and mix proportion reactivity tests shall be performed for each project.

(1) Coarse and fine aggregate shall be tested separately in accordance with ASTM C1260. The aggregate shall be considered innocuous if the expansion of test specimens, tested in accordance with ASTM C1260, does not exceed 0.10% at 28 days (30 days from casting).

(2) Combined coarse and fine aggregate shall be tested in accordance with ASTM C1567, modified for combined aggregates, using the proposed mixture design proportions of aggregates, cementitious materials, and/or specific reactivity reducing chemicals. If lithium nitrate is proposed for use with or without supplementary cementitious materials, the aggregates shall be tested in accordance with Corps of Engineers (COE) CRD C662. If lithium nitrate admixture is used, it shall be nominal 30% ±0.5% weight lithium nitrate in water.

(3) If the expansion of the proposed combined materials test specimens, tested in accordance with ASTM C1567, modified for combined aggregates, or COE CRD C662, does not exceed 0.10% at 28 days, the proposed combined materials will be accepted. If the expansion of the proposed combined materials test specimens is greater than 0.10% at 28 days, the aggregates will not be accepted unless adjustments to the combined materials mixture can reduce the expansion to less than 0.10% at 28 days, or new aggregates shall be evaluated and tested.

610-2.2 COARSE AGGREGATE. The coarse aggregate for concrete shall meet the requirements of ASTM C33. Crushed stone aggregate shall have a durability factor, as determined by ASTM C666, greater than or equal to 95. The Engineer may consider and reserve final approval of other State classification procedures addressing aggregate durability.

Coarse aggregate shall be well graded from coarse to fine and shall meet the following gradation shown in the table below when tested per ASTM C136.

Gradation For Coarse Aggregate

Sieve Designation (square openings)	Percentage by Weight Passing Sieves						
	2" (50 mm)	1-1/2" (38 mm)	1" (25 mm)	3/4" (19 mm)	1/2" (12 mm)	3/8" (9 mm)	No. 4
No. 4 to 1 in. (4.75-25 mm)		100	90-100		25-60		0-10

610-2.2.1 AGGREGATE SUSCEPTIBILITY TO DURABILITY (D) CRACKING. Coarse aggregate may be accepted from sources that have a 20 year service history for the same gradation to be supplied with no durability issues.

a. Material currently being produced shall have a durability factor ≥ 95 using ASTM C666. Coarse aggregates that are crushed granite, calcite cemented sandstone, quartzite, basalt, diabase, rhyolite or trap rock are considered to meet the D-cracking test but must meet all other quality tests. Aggregates meeting State Highway Department material specifications may be acceptable with concurrence of the FAA.

b. The Contractor shall submit a current certification that the aggregate does not have a history of D-cracking and that the aggregate meets the state specifications for use in PCC pavement for use on interstate highways. Certifications, tests and any history reports must be for the same gradation as being proposed for use on the project. Certifications which are not dated or which are over one (1) year old or which are for different gradations will not be accepted. Test results will only be accepted when tests were performed by a State Department of Transportation (DOT) materials laboratory or an accredited laboratory.

610-2.3 FINE AGGREGATE. The fine aggregate for concrete shall meet the requirements of ASTM C33.

The fine aggregate shall be well graded from fine to coarse and shall meet the requirements of the table below when tested in accordance with ASTM C136:

Gradation For Fine Aggregate

Sieve Designation (square openings)	Percentage by Weight Passing Sieves
3/8 inch (9 mm)	100
No. 4 (4.75 mm)	95-100
No. 16 (1.18 mm)	45-80
No. 30 (0.60 mm)	25-55
No. 50 (0.30 mm)	10-30
No. 100 (0.15 mm)	2-10

Blending will be permitted, if necessary, to meet the gradation requirements for fine aggregate. Fine aggregate deficient in the percentage of material passing the No. 50 mesh sieve may be accepted, if the deficiency does not exceed 5% and is remedied by the addition of pozzolanic or cementitious materials other than Portland cement, as specified in paragraph 610-2.6, Admixtures, in sufficient quantity to produce the required workability as approved by the Engineer.

610-2.4 CEMENT. Cement shall conform to the requirements of ASTM C150 - Type I.

If aggregates are deemed innocuous when tested in accordance with paragraph 610-2.1.a.1 and accepted in accordance with paragraph 610-2.1.a.3, higher equivalent alkali content in the cement may

be allowed if approved by the Engineer and FAA. If cement becomes partially set or contains lumps of caked cement, it shall be rejected. Cement salvaged from discarded or used bags shall not be used.

The Contractor shall furnish vendors' certified test reports for each carload, or equivalent, of cement shipped to the project. The report shall be delivered to the Engineer before use of the cement is granted. All test reports shall be subject to verification by testing sample materials received for use on the project.

610-2.5 WATER. The water used in concrete shall be fresh, clean and potable; free from injurious amounts of oils, acids, alkalies, salts, organic materials or other substances deleterious to concrete.

610-2.6 ADMIXTURES. The Contractor shall submit certificates indicating that the material to be furnished meets all of the requirements indicated below. In addition, the Engineer may require the Contractor to submit complete test data from an approved laboratory showing that the material to be furnished meets all of the requirements of the cited specifications. Subsequent tests may be made of samples taken by the Engineer from the supply of the material being furnished or proposed for use on the work to determine whether the admixture is uniform in quality with that approved.

a. Air-Entraining Admixtures. Air-entraining admixtures shall meet the requirements of ASTM C260 and shall consistently entrain the air content in the specified ranges under field conditions. The air-entrainment agent and any water reducer admixture shall be compatible.

b. Water-reducing admixtures. Water-reducing admixture shall meet the requirements of ASTM C494, Type A, B, or D. ASTM C494, Type F and G high range water reducing admixtures and ASTM C1017 flowable admixtures shall not be used.

~~**c. Other chemical admixtures**. The use of set retarding, and set- accelerating admixtures shall be approved by the Engineer. Retarding shall meet the requirements of ASTM C494, Type A, B, or D and set- accelerating shall meet the requirements of ASTM C494, Type C. Calcium chloride and admixtures containing calcium chloride shall not be used.~~

~~**d. Lithium nitrate**. The lithium admixture shall be a nominal 30% aqueous solution of Lithium Nitrate, with a density of 10 pounds/gallon, and shall have the approximate chemical form as shown below:~~

~~Constituent~~	~~Limit (Percent by Mass)~~
~~LiNO3 (Lithium Nitrate)~~	~~30 ±0.5~~
~~SO4 (Sulfate Ion)~~	~~0.1 (max)~~
~~Cl (Chloride Ion)~~	~~0.2 (max)~~
~~Na (Sodium Ion)~~	~~0.1 (max)~~
~~K (Potassium Ion)~~	~~0.1 (max)~~

~~Provide a trained representative to supervise the lithium nitrate admixture dispensing and mixing operations.~~

610-2.7 PREMOLDED JOINT MATERIAL. Premolded joint material for expansion joints shall meet the requirements of ASTM D1751.

610-2.8 JOINT FILLER. The filler for joints shall *be a compressible, non-shrinking, non-staining, non-absorbing material that is non-reactive with the joint sealant. The material shall have a water absorption of not more than 5% when tested in accordance with ASTM C509. The backer-rod material shall be 25% ± 5 % larger in diameter than the nominal width of the crack*. ~~meet the requirements of Item P-605, unless otherwise specified.~~ *Joint sealant materials shall meet the requirements of ASTM D 5893, Type SL for concrete joints.*

610-2.9 STEEL REINFORCEMENT. Reinforcing shall consist of **Reinforcing Steel** conforming to the requirements of **ASTM A615.**

610-2.10 MATERIALS FOR CURING CONCRETE. Curing materials shall conform to **one of the following:**

Waterproof paper	**ASTM C171**
Clear or white Polyethylene Sheeting	**ASTM C171**
White-pigmented Liquid Membrane-Forming Compound, Type 2, Class B	**ASTM C309**

CONSTRUCTION METHODS

610-3.1 GENERAL. The Contractor shall furnish all labor, materials, and services necessary for, and incidental to, the completion of all work as shown on the drawings and specified here. All machinery and equipment used by the Contractor on the work, shall be of sufficient size to meet the requirements of the work. All work shall be subject to the inspection and approval of the Engineer.

610-3.2 CONCRETE COMPOSITION. The concrete shall develop a compressive strength of **3,500** psi in 28 days as determined by test cylinders made in accordance with ASTM C31 and tested in accordance with ASTM C39. The concrete shall contain not less than 470 pounds of cement per cubic yard. The concrete shall contain 5% of entrained air, ±1%, as determined by ASTM C231 and shall have a slump of not more than 4 inches as determined by ASTM C143.

610-3.3 ACCEPTANCE SAMPLING AND TESTING. Concrete for each structure will be accepted on the basis of the compressive strength specified in paragraph 610-3.2. The concrete shall be sampled in accordance with ASTM C172. Concrete cylindrical compressive strength specimens shall be made in accordance with ASTM C31 and tested in accordance with ASTM C39. The Contractor shall cure and store the test specimens under such conditions as directed by the Engineer. The Engineer will make the actual tests on the specimens at no expense to the Contractor.

610-3.4 QUALIFICATIONS FOR CONCRETE TESTING SERVICE. Perform concrete testing by an approved laboratory and inspection service experienced in sampling and testing concrete. Testing agency must meet the requirements of ASTM C1077 or ASTM E329.

610-3.5 PROPORTIONING AND MEASURING DEVICES. When package cement is used, the quantity for each batch shall be equal to one or more whole sacks of cement. The aggregates shall be measured separately by weight. If aggregates are delivered to the mixer in batch trucks, the exact amount for each mixer charge shall be contained in each batch compartment. Weighing boxes or hoppers shall be approved by the Engineer and shall provide means of regulating the flow of aggregates into the batch box so the required, exact weight of aggregates is obtained.

610-3.6 CONSISTENCY. The consistency of the concrete shall be determined by the slump test specified in ASTM C143.

610-3.7 MIXING. Concrete may be mixed at the construction site, at a central point, or wholly or in part in truck mixers. The concrete shall be mixed and delivered in accordance with the requirements of ASTM C94.

610-3.8 MIXING CONDITIONS. The concrete shall be mixed only in quantities required for immediate use. Concrete shall not be mixed while the air temperature is below 40°F without permission of the Engineer. If permission is granted for mixing under such conditions, aggregates or water, or both, shall be heated and the concrete shall be placed at a temperature not less than 50°F nor more than 100°F. The

Contractor shall be held responsible for any defective work, resulting from freezing or injury in any manner during placing and curing, and shall replace such work at his expense.

Retempering of concrete by adding water or any other material shall not be permitted.

The rate of delivery of concrete to the job shall be sufficient to allow uninterrupted placement of the concrete.

610-3.9 FORMS. Concrete shall not be placed until all the forms and reinforcements have been inspected and approved by the Engineer. Forms shall be of suitable material and shall be of the type, size, shape, quality, and strength to build the structure as shown on the plans. The forms shall be true to line and grade and shall be mortar-tight and sufficiently rigid to prevent displacement and sagging between supports. The surfaces of forms shall be smooth and free from irregularities, dents, sags, and holes. The Contractor shall be responsible for their adequacy.

The internal form ties shall be arranged so no metal will show in the concrete surface or discolor the surface when exposed to weathering when the forms are removed. All forms shall be wetted with water or with a non-staining mineral oil, which shall be applied immediately before the concrete is placed. Forms shall be constructed so they can be removed without injuring the concrete or concrete surface. The forms shall not be removed until at least 30 hours after concrete placement for vertical faces, walls, slender columns, and similar structures. Forms supported by falsework under slabs, beams, girders, arches, and similar construction shall not be removed until tests indicate the concrete has developed at least 60% of the design strength.

610-3.10 PLACING REINFORCEMENT. All reinforcement shall be accurately placed, as shown on the plans, and shall be firmly held in position during concrete placement. Bars shall be fastened together at intersections. The reinforcement shall be supported by approved metal chairs. Shop drawings, lists, and bending details shall be supplied by the Contractor when required.

610-3.11 EMBEDDED ITEMS. Before placing concrete, all embedded items shall be firmly and securely fastened in place as indicated. All embedded items shall be clean and free from coating, rust, scale, oil, or any foreign matter. The concrete shall be spaded and consolidated around and against embedded items. The embedding of wood shall not be allowed.

610-3.12 PLACING CONCRETE. All concrete shall be placed during daylight hours, unless otherwise approved. The concrete shall not be placed until the depth and condition of foundations, the adequacy of forms and falsework, and the placing of the steel reinforcing have been ~~approved~~ *reviewed by the Engineer*. Concrete shall be placed as soon as practical after mixing, but in no case later than one (1) hour after water has been added to the mix. The method and manner of placing shall avoid segregation and displacement of the reinforcement. Troughs, pipes, and chutes shall be used as an aid in placing concrete when necessary. The concrete shall not be dropped from a height of more than 5 feet. Concrete shall be deposited as nearly as practical in its final position to avoid segregation due to rehandling or flowing. Do not subject concrete to procedures which cause segregation. Concrete shall be placed on clean, damp surfaces, free from running water, or on a properly consolidated soil foundation.

610-3.13 VIBRATION. Vibration shall follow the guidelines in American Concrete Institute (ACI) Committee 309, Guide for Consolidation of Concrete. Where bars meeting ASTM A775 or A934 are used, the vibrators shall be equipped with rubber or non-metallic vibrator heads. Furnish a spare, working, vibrator on the job site whenever concrete is placed. Consolidate concrete slabs greater than 4 inches in depth with high frequency mechanical vibrating equipment supplemented by hand spading and tamping. Consolidate concrete slabs 4 inches or less in depth by wood tampers, spading, and settling with a heavy leveling straightedge. Operate internal vibrators with vibratory element submerged in the concrete, with a minimum frequency of not less than 6000 cycles per minute when submerged. Do not use vibrators to transport the concrete in the forms. Penetrate the previously placed lift with the vibrator when more than one lift is required. Use external vibrators on the exterior surface of the forms when internal vibrators do

not provide adequate consolidation of the concrete. Vibrators shall be manipulated to work the concrete thoroughly around the reinforcement and embedded fixtures and into corners and angles of the forms. The vibration at any point shall be of sufficient duration to accomplish compaction but shall not be prolonged to where segregation occurs. Concrete deposited under water shall be carefully placed in a compact mass in its final position by means of a tremie or other approved method and shall not be disturbed after placement.

610-3.14 CONSTRUCTION JOINTS. If the placement of concrete is suspended, necessary provisions shall be made for joining future work before the placed concrete takes its initial set. For the proper bonding of old and new concrete, provisions shall be made for grooves, steps, reinforcing bars or other devices as specified. The work shall be arranged so that a section begun on any day shall be finished during daylight of the same day. Before depositing new concrete on or against concrete that has hardened, the surface of the hardened concrete shall be cleaned by a heavy steel broom, roughened slightly, wetted, and covered with a neat coating of cement paste or grout.

610-3.15 EXPANSION JOINTS. Expansion joints shall be constructed at such points and dimensions as indicated on the drawings. The premolded filler shall be cut to the same shape as the surfaces being joined. The filler shall be fixed firmly against the surface of the concrete already in place so that it will not be displaced when concrete is deposited against it.

610-3.16 DEFECTIVE WORK. Any defective work discovered after the forms have been removed, which in the opinion of the Engineer cannot be repaired satisfactorily, shall be immediately removed and replaced at the expense of the Contractor. Defective work shall include deficient dimensions, or bulged, uneven, or honeycomb on the surface of the concrete.

610-3.17 SURFACE FINISH. All exposed concrete surfaces shall be true, smooth, and free from open or rough areas, depressions, or projections. All concrete horizontal plane surfaces shall be brought flush to the proper elevation with the finished top surface struck-off with a straightedge and floated. Mortar finishing shall not be permitted, nor shall dry cement or sand-cement mortar be spread over the concrete during the finishing of horizontal plane surfaces.

The surface finish of exposed concrete shall be a rubbed finish. If forms can be removed while the concrete is still green, the surface shall be wetted and then rubbed with a wooden float until all irregularities are removed. If the concrete has hardened before being rubbed, a carborundum stone shall be used to finish the surface. When approved, the finishing can be done with a finishing machine.

610-3.18 CURING AND PROTECTION. All concrete shall be properly cured and protected by the Contractor. The concrete shall be protected from the weather, flowing water, and from defacement of any nature during the project. The concrete shall be cured by covering with an approved material as soon as it has sufficiently hardened. Water-absorptive coverings shall be thoroughly saturated when placed and kept saturated for at least three (3) days following concrete placement. All curing mats or blankets shall be sufficiently weighted or tied down to keep the concrete surface covered and to prevent the surface from being exposed to air currents. Wooden forms shall be kept wet at all times until removed to prevent opening of joints and drying out of the concrete. Traffic shall not be allowed on concrete surfaces for seven (7) days after the concrete has been placed.

610-3.19 DRAINS OR DUCTS. Drainage pipes, conduits, and ducts that are to be encased in concrete shall be installed by the Contractor before the concrete is placed. The pipe shall be held rigidly so that it will not be displaced or moved during the placing of the concrete.

610-3.20 COLD WEATHER PLACING. When concrete is placed at temperatures below 40°F, the Contractor shall provide satisfactory methods and means to protect the mix from injury by freezing. The aggregates, or water, or both, shall be heated to place the concrete at temperatures between 50°F and 100°F.

Calcium chloride may be incorporated in the mixing water when directed by the Engineer. Not more than 2 pounds of Type 1 nor more than 1.6 pounds of Type 2 shall be added per bag of cement. After the concrete has been placed, the Contractor shall provide sufficient protection such as cover, canvas, framework, heating apparatus, etc., to enclose and protect the structure and maintain the temperature of the mix at not less than 50°F until at least 60% of the designed strength has been attained.

610-3.21 HOT WEATHER PLACING. Concrete shall be properly placed and finished with procedures previously submitted. The concrete-placing temperature shall not exceed **95**°F when measured in accordance with ASTM C1064. Cooling of the mixing water and aggregates, or both, may be required to obtain an adequate placing temperature. A retarder meeting the requirements of paragraph 610-2.6 may be used to facilitate placing and finishing. Steel forms and reinforcement shall be cooled prior to concrete placement when steel temperatures are greater than 120°F. Conveying and placing equipment shall be cooled if necessary to maintain proper concrete-placing temperature. Submit the proposed materials and methods for review and approval by the Engineer, if concrete is to be placed under hot weather conditions.

610-3.22 FILLING JOINTS. All joints that require filling shall be thoroughly cleaned, and any excess mortar or concrete shall be cut out with proper tools. Joint filling shall not start until after final curing and shall be done only when the concrete is completely dry. The cleaning and filling shall be done with proper equipment to obtain a neat looking joint free from excess filler.

METHOD OF MEASUREMENT

610-4.1 Portland cement concrete shall ~~be measured by the number of cubic yards of concrete complete in place and accepted. In computing the yardage of concrete for payment, the dimensions used shall be those shown on the plans or ordered by the Engineer~~ *not be measured for separate payment unless otherwise noted.* No measurements or other allowances shall be made for forms, falsework, cofferdams, pumping, bracing, expansion joints, or finishing of the concrete. No deductions in yardage shall be made for the volumes of reinforcing steel or embedded items.

610-4.2 Reinforcing steel shall *not be measured for separate payment*~~. be measured by the calculated theoretical number of pounds placed, as shown on the plans, complete in place and accepted. The unit weight used for deformed bars shall be the weight of plain square or round bars of equal nominal size. If so indicated on the plans, the poundage to be paid for shall include the weight of metal pipes and drains, metal conduits and ducts, or similar materials indicated and included.~~

BASIS OF PAYMENT

610-5.1 Payment shall *not be paid for separately but shall be considered subsidiary to the item in which it is contained, unless otherwise noted*. ~~be made at the contract unit price per cubic yard for structural Portland cement concrete and per pound for reinforcing steel. These prices shall be full compensation for furnishing all materials and for all preparation, delivery and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.~~

~~Payment will be made under:~~

~~Item P-610-5.1 Structural Portland Cement Concrete – per Cubic Yard~~

~~Item P-610-5.2 Steel Reinforcement – per Pound~~

TESTING REQUIREMENTS

ASTM C 31 Making and Curing Test Specimens in the Field

ASTM C 39	Compressive Strength of Cylindrical Concrete Specimens
ASTM C 136	Sieve Analysis of Fine and Coarse Aggregates
ASTM C 138	Density (Unit Weight), Yield, and Air Content (Gravimetric) of Concrete
ASTM C 143	Slump of Hydraulic Cement Concrete
ASTM C 231	Air Content of Freshly Mixed Concrete by the Pressure Method
ASTM C 666	Resistance of Concrete to Rapid Freezing and Thawing
ASTM C 1077	Laboratories Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Laboratory Evaluation
ASTM C 1260	Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
ASTM C31	Standard Practice for Making and Curing Concrete Test Specimens in the Field
ASTM C39	Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens
ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregates
ASTM C138	Standard Test Method for Density (Unit Weight), Yield, and Air Content (Gravimetric) of Concrete
ASTM C143	Standard Test Method for Slump of Hydraulic-Cement Concrete
ASTM C231	Standard Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method
ASTM C666	Standard Test Method for Resistance of Concrete to Rapid Freezing and Thawing
ASTM C1017	Standard Specification for Chemical Admixtures for Use in Producing Flowing Concrete
ASTM C1064	Standard Test Method for Temperature of Freshly Mixed Hydraulic-Cement Concrete
ASTM C1077	Standard Practice for Agencies Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Testing Agency Evaluation
ASTM C1260	Standard Test Method for Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
ASTM C1567	Standard Test Method for Determining the Potential Alkali-Silica Reactivity of Combinations of Cementitious Materials and Aggregates (Accelerated Mortar- Bar Method)
ASTM E329	Standard Specification for Agencies Engaged in Construction Inspection, Testing, or Special Inspection

U.S. Army Corps of Engineers (USACE) Concrete Research Division (CRD) C662
Determining the Potential Alkali-Silica Reactivity of Combinations of Cementitious Materials, Lithium Nitrate Admixture and Aggregate (Accelerated Mortar-Bar Method)

MATERIAL REQUIREMENTS

ASTM A 184	Specification for Fabricated Deformed Steel Bar or Rod Mats for Concrete Reinforcement
ASTM A 185	Steel Welded Wire Fabric, Plain, for Concrete Reinforcement
ASTM A 497	Steel Welded Wire Fabric, Deformed, for Concrete Reinforcement
ASTM A 615	Deformed and Plain Billet-Steel Bars for Concrete Reinforcement
ASTM A 704	Welded Steel Plain Bars or Rod Mats for Concrete Reinforcement
ASTM C 33	Concrete Aggregates
ASTM C 94	Ready-Mixed Concrete
ASTM C 150	Portland Cement
ASTM C 171	Sheet Materials for Curing Concrete
ASTM C 172	Sampling Freshly Mixed Concrete
ASTM C 260	Air-Entraining Admixtures for Concrete
ASTM C 309	Liquid Membrane-Forming Compounds for Curing Concrete
ASTM C 494	Chemical Admixtures for Concrete
ASTM C 595	Blended Hydraulic Cements
ASTM C 618	Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Concrete
ASTM D 1751	Specification for Preformed Expansion Joint Fillers for Concrete Paving and Structural Construction (Non-extruding and Resilient Bituminous Types)
ASTM D 1752	Specification for Preformed Sponge Rubber and Cork Expansion Joint Fillers for Concrete Paving and Structural Construction
AASHTO T 26	Quality of Water to be Used in Concrete
ASTM A184	Standard Specification for Welded Deformed Steel Bar Mats for Concrete Reinforcement
ASTM A185	Standard Specification for Steel Welded Wire Reinforcement, Plain, for Concrete
ASTM A615	Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM A704	Standard Specification for Welded Steel Plain Bar or Rod Mats for Concrete Reinforcement
ASTM A706	Standard Specification for Low-Alloy Steel Deformed and Plain Bars for Concrete Reinforcement

ASTM A775	Standard Specification for Epoxy-Coated Steel Reinforcing Bars
ASTM A934	Standard Specification for Epoxy-Coated Prefabricated Steel Reinforcing Bars
ASTM A1064	Standard Specification for Carbon-Steel Wire and Welded Wire Reinforcement, Plain and Deformed, for Concrete
ASTM C33	Standard Specification for Concrete Aggregates
ASTM C94	Standard Specification for Ready-Mixed Concrete
ASTM C150	Standard Specification for Portland Cement
ASTM C171	Standard Specification for Sheet Materials for Curing Concrete
ASTM C172	Standard Practice for Sampling Freshly Mixed Concrete
ASTM C260	Standard Specification for Air-Entraining Admixtures for Concrete
ASTM C309	Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM C494	Standard Specification for Chemical Admixtures for Concrete
ASTM C595	Standard Specification for Blended Hydraulic Cements
ASTM C618	Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use in Concrete
ASTM D1751	Standard Specification for Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Nonextruding and Resilient Asphalt Types)
ASTM D1752	Standard Specification for Preformed Sponge Rubber Cork and Recycled PVC Expansion Joint Fillers for Concrete Paving and Structural Construction
ACI 305R	Hot Weather Concreting
ACI 306R	Cold Weather Concreting
ACI 309R	Guide for Consolidation of Concrete

END OF ITEM P-610

ITEM P-620 RUNWAY AND TAXIWAY PAINTING

DESCRIPTION

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

MATERIALS

620-2.1 MATERIALS ACCEPTANCE. The Contractor shall furnish manufacturer’s certified test reports for materials shipped to the project. The certified test reports shall include a statement that the materials meet the specification requirements. The reports can be used for material acceptance or the Engineer may perform verification testing. The reports shall not be interpreted as a basis for payment. The Contractor shall notify the Engineer upon arrival of a shipment of materials to the site. All material shall arrive in sealed containers 55 gallons or smaller for inspection by the Engineer. Material shall not be loaded into the equipment until inspected by the Engineer.

620-2.2 MARKING MATERIALS. Paint shall be waterborne in accordance with the requirements of paragraph 620-2.2a. Paint shall be furnished in **White (37925), Yellow (33538 or 33655), or Black (37038)** in accordance with Federal Standard No. 595.

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

b. EPOXY. Paint shall be a two component, minimum 99% solids type system conforming to the following:

(1) Pigments. Component A. Percent by weight.

(a) White:
Titanium Dioxide, ASTM D476, type II shall be 18% minimum (16.5% minimum at 100% purity).

(b) Yellow and Colors:
Titanium Dioxide, ASTM D476, type II shall be 14 to 17%.

Organic yellow, other colors, and tinting as required to meet color standard.

Epoxy resin shall be 75 to 79%.

(2) Epoxy Content. Component A. The weight per epoxy equivalent, when tested in accordance with ASTM D1652 shall be the manufacturer’s target ±50.

(3) Amine Number. Component B. When tested in accordance with ASTM D2074 shall be the manufacturer’s target ±50.

(4) Prohibited Materials. The manufacturer shall certify that the product does not contain mercury, lead, hexavalent chromium, halogenated solvents, nor any carcinogen as defined in 29 CFR 1910.1200 in amounts exceeding permissible limits as specified in relevant Federal Regulations.

(5) Daylight Directional Reflectance:

(a) White: The daylight directional reflectance of the white paint shall not be less than 75% (relative to magnesium oxide), when tested in accordance with ASTM E2302.

(b) Yellow: The daylight directional reflectance of the yellow paint shall not be less than 55% (relative to magnesium oxide), when tested in accordance with ASTM E2302. The x and y values shall be consistent with the Federal Hegman yellow color standard chart for traffic yellow standard 33538, or shall be consistent with the tolerance listed below:

x .462	x .470	x .479	x .501
y .438	y .455	y .428	y .452

(6) Accelerated Weathering.

(a) Sample Preparation. Apply the paint at a wet film thickness of 0.013 inch to four 3 × 6 inch aluminum panels prepared as described in ASTM E2302. Air dry the sample 48 hours under standard conditions.

(b) Testing Conditions. Test in accordance with ASTM G154 using both Ultra Violet (UV-B) Light and condensate exposure, 72 hours total, alternating four (4) hour UV exposure at 140°F, and four (4) hours condensate exposure at 104°F.

(c) Evaluation. Remove the samples and condition for 24 hours under standard conditions. Determine the directional reflectance and color match using the procedures in paragraph 620-2.2b(5) above. Evaluate for conformance with the color requirements.

(7) Volatile Organic Content. Determine the volatile organic content in accordance with 40 CFR Part 60 Appendix A, Method 24.

(8) Dry Opacity. Use ASTM E2302. The wet film thickness shall be 0.015 inch. The minimum opacity for white and colors shall be 0.92.

(9) Abrasion Resistance. Subject the panels prepared in paragraph 620-2.2b(6) to the abrasion test in accordance with ASTM D968, Method A, except that the inside diameter of the metal guide tube shall be from 0.747 to 0.750 inch. Five liters (17.5 lb) of unused sand shall be used for each test panel. The test shall be run on two test panels Both baked and weathered paint films shall require not less than 150 liters (525 lbs) of sand for the removal of the paint films.

(10) Hardness, Shore. Hardness shall be at least 80 when tested in accordance with ASTM D2240.

c. METHACRYLATE. Paint shall be a two component, minimum 99% solids-type system conforming to the following:

(1) Pigments. Component A. Percent by weight.

(a) White:
Titanium Dioxide, ASTM D476, type II shall be 6% minimum. Methacrylate resin shall be 18% minimum.

(b) Yellow and Colors:

Titanium Dioxide, ASTM D476, type II shall be 6% minimum.

Organic yellow, other colors, and tinting as required to meet color standard.

Methacrylate resin shall be 18% minimum.

(2) Prohibited Materials. The manufacturer shall certify that the product does not contain mercury, lead, hexavalent chromium, halogenated solvents, nor any carcinogen as defined in 29 CFR 1910.1200 in amounts exceeding permissible limits as specified in relevant Federal Regulations.

(3) Daylight Directional Reflectance:

(a) White: The daylight directional reflectance of the white paint shall not be less than 80% (relative to magnesium oxide), when tested in accordance with ASTM E2302.

(b) Yellow: The daylight directional reflectance of the yellow paint shall not be less than 55% (relative to magnesium oxide), when tested in accordance with ASTM E2302. The x and y values shall be consistent with the Federal Hegman yellow color standard chart for traffic yellow standard 33538, or shall be consistent with the tolerance listed below:

x .462	x .470	x .479	x .501
y .438	y .455	y .428	y .452

(4) Accelerated Weathering.

(a) Sample Preparation. Apply the paint at a wet film thickness of 0.013 inch to four 3 × 6 inch aluminum panels prepared as described in ASTM E2302. Air dry the sample 48 hours under standard conditions.

(b) Testing Conditions. Test in accordance with ASTM G154 using both Ultra Violet (UV-B) Light and condensate exposure, 72 hours total, alternating four (4) hour UV exposure at 140°F, and four (4) hours condensate exposure at 104°F.

(c) Evaluation. Remove the samples and condition for 24 hours under standard conditions. Determine the directional reflectance and color match using the procedures in paragraph 620-2.2c(3) above. Evaluate for conformance with the color requirements.

(5) Volatile Organic Content. Determine the volatile organic content in accordance with 40 CFR Part 60 Appendix A, Method 24.

(6) Dry Opacity. Use ASTM E2302. The wet film thickness shall be 0.015 inch. The minimum opacity for white and colors shall be 0.92.

(7) Abrasion Resistance. Subject the panels prepared in paragraph 620-2.2c(4) to the abrasion test in accordance with ASTM D968, Method A, except that the inside diameter of the metal guide tube shall be from 0.747 to 0.750 inch. Five liters (17.5 lb) of unused sand shall be used for each test panel. The test shall be run on two test panels Both baked and weathered paint films shall require not less than 150 liters (525 lbs) of sand for the removal of the paint films.

(8) Hardness, Shore. Hardness shall be at least 80 when tested in accordance with ASTM D2240.

d. SOLVENT-BASE. Paint shall meet the requirements of Commercial Item Description A-A-2886B Type I, Type II, and Type III.

e. PREFORMED THERMOPLASTIC AIRPORT PAVEMENT MARKINGS. Markings must be composed of ester modified resins in conjunction with aggregates, pigments, and binders that have been

factory produced as a finished product. The material must be impervious to degradation by aviation fuels, motor fuels, and lubricants.

(1) The markings must be able to be applied in temperatures as low as 35°F without any special storage, preheating, or treatment of the material before application.

(a) The markings must be supplied with an integral, non- reflectorized black border.

(2) Graded Glass Beads.

(a) The material must contain a minimum of 30% intermixed graded glass beads by weight. The intermixed beads shall conform to Federal Specification TT-B-1325D, Type I, gradation A.

(b) The material must have factory applied coated surface beads in addition to the intermixed beads at a rate of one (1) lb (±10%) per 10 square feet. These factory applied coated surface beads shall have a minimum of 90% true spheres, minimum refractive index of 1.50, and meet the following gradation.

Size Gradation		Retained, %	Passing, %
US Mesh	µm		
12	1700	0 – 2	98 – 100
14	1400	0 - 3.5	96.5 – 100
16	1180	2 – 25	75 – 98
18	1000	28 – 63	37 – 72
20	850	63 – 72	28 – 37
30	600	67 – 77	23 – 33
50	300	89 – 95	5 – 11
80	200	97 – 100	0 – 3

(3) Heating Indicators. The material manufacturer shall provide a method to indicate that the material has achieved satisfactory adhesion and proper bead embedment during application and that the installation procedures have been followed.

(4) Pigments. Percent by weight.

(a) White:
Titanium Dioxide, ASTM D476, type II shall be 10% minimum.

(b) Yellow and Colors:
Titanium Dioxide, ASTM D476, type II shall be 1% minimum.

Organic yellow, other colors, and tinting as required to meet color standard.

(5) Prohibited Materials. The manufacturer shall certify that the product does not contain mercury, lead, hexavalent chromium, halogenated solvents, nor any carcinogen as defined in 29 CFR 1910.1200 in amounts exceeding permissible limits as specified in relevant Federal Regulations.

(6) Daylight Directional Reflectance.

(a) White:
The daylight directional reflectance of the white paint shall not be less than 75% (relative to magnesium oxide), when tested in accordance with ASTM E2302.

(b) Yellow: The daylight directional reflectance of the yellow paint shall not be less than 45% (relative to magnesium oxide), when tested in accordance with ASTM E2302. The x and y values shall be consistent with the Federal Hegman yellow color standard chart for traffic yellow standard 33538, or shall be consistent with the tolerance listed below:

x .462	x .470	x .479	x .501
y .438	y .455	y .428	y .452

(7) Skid Resistance. The surface, with properly applied and embedded surface beads, must provide a minimum resistance value of 45 BPN when tested according to ASTM E303.

(8) Thickness. The material must be supplied at a nominal thickness of 65 mil.

(9) Environmental Resistance. The material must be resistant to deterioration due to exposure to sunlight, water, salt, or adverse weather conditions and impervious to aviation fuels, gasoline, and oil.

(10) Retroreflectivity. The material, when applied in accordance with manufacturer's guidelines, must demonstrate a uniform level of nighttime retroreflection when tested in accordance to ASTM E1710.

(11) Packaging. Packaging shall protect the material from environmental conditions until installation.

(12) Preformed Thermoplastic Airport Pavement Marking Requirements.

(a) The markings must be a resilient thermoplastic product with uniformly distributed glass beads throughout the entire cross- sectional area. The markings must be resistant to the detrimental effects of aviation fuels, motor fuels and lubricants, hydraulic fluids, deicers, anti-icers, protective coatings, etc. Lines, legends, and symbols must be capable of being affixed to asphalt and/or Portland cement concrete pavements by the use of a large radiant heater. Colors shall be available as required.

(b) The markings must be capable of conforming to pavement contours, breaks, and faults through the action of airport traffic at normal pavement temperatures. The markings must be capable of fully conforming to grooved pavements, including pavement grooving per advisory circular (AC) 150/5320-12, current version. The markings shall have resealing characteristics, such that it is capable of fusing with itself and previously applied thermoplastics when heated with a heat source per manufacturer's recommendation.

(c) Multicolored markings must consist of interconnected individual pieces of preformed thermoplastic pavement marking material, which through a variety of colors and patterns, make up the desired design. The individual pieces in each large marking segment (typically more than 20 feet long) must be factory assembled with a compatible material and interconnected so that in the field it is not necessary to assemble the individual pieces within a marking segment. Obtaining multicolored effect by overlaying materials of different colors is not acceptable due to resulting inconsistent marking thickness and inconsistent application temperature in the marking/substrate interface.

(d) The marking material must set up rapidly, permitting the access route to be re-opened to traffic after application.

(e) The marking material shall have an integral color throughout the thickness of the marking material.

620-2.3 REFLECTIVE MEDIA. Glass beads shall meet the requirements for **Federal Specification TT-B-1325D, Type IV**. Glass beads shall be treated with all compatible coupling agents recommended by the manufacturers of the paint and reflective media to ensure adhesion and embedment.

Paint Color	~~Glass Beads, Type I, Gradation A~~	~~Glass Beads, Type III~~	Glass Beads, Type IV
White	~~See Table 1.~~	~~See Table 1~~	See Table 1
Yellow	~~See Table 1.~~	~~See Table 1~~	See Table 1
Red	~~See Table 1 and Note~~	~~Not used~~	See Table 1 and Note
Pink	~~See Table 1 and Note~~	~~Not used~~	See Table 1 and Note
Black	~~Not used~~	~~Not used~~	See Table 1 and Note
Green	~~Not used~~	~~Not used~~	Not used

CONSTRUCTION METHODS

620-3.1 WEATHER LIMITATIONS. The painting shall be performed only when the surface is dry and when the surface temperature is at least 45°F and rising and the pavement surface temperature is at least 5°F above the dew point or meets the manufacturer's recommendations. **Painting operations shall be discontinued when the surface temperature exceeds 120°F .** Markings shall not be applied when the wind speed exceeds 10 mph unless windscreens are used to shroud the material guns.

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

The mechanical marker shall be an atomizing spray-type or airless-type marking machine suitable for application of traffic paint. It shall produce an even and uniform film thickness at the required coverage and shall apply markings of uniform cross-sections and clear-cut edges without running or spattering and without over spray.

620-3.3 PREPARATION OF SURFACE. Immediately before application of the paint, the surface shall be dry and free from dirt, grease, oil, laitance, or other foreign material that would reduce the bond between the paint and the pavement. The area to be painted shall be cleaned by **waterblasting** or by other methods as required to remove all contaminants without damage to the pavement surface. Use of any chemicals or impact abrasives during surface preparation shall be approved in advance by the Engineer. After the cleaning operations, sweeping, blowing, or rinsing with pressurized water shall be performed to ensure the surface is clean and free of grit or other debris left from the cleaning process.

Paint shall not be applied to Portland cement concrete pavement until the areas to be painted are clean of curing material. Sandblasting or high-pressure water shall be used to remove curing materials.

At least 24 hours prior to remarking existing markings, the existing markings must be removed such that **75%** of the existing markings are removed with low (3,500-10,000 psi) waterblaster. After waterblasting, the surface shall be cleaned of all residue or debris either with sweeping or blowing with compressed air or both.

Prior to the initial application of markings, the Contractor shall certify in writing that the surface has been prepared in accordance with the paint manufacturer's requirements, that the application equipment is appropriate for the type of marking paint and that environmental conditions are appropriate for the material being applied. This certification along with a copy of the paint manufacturer's surface preparation and application requirements must be submitted and approved by the Engineer prior to the initial application of markings. *When shown on the Plans, remove obsolete markings. Removal to be in accordance with this section and is to include the complete removal of the affected paint.*

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

620-3.5 APPLICATION. Paint shall be applied at the locations and to the dimensions and spacing shown on the plans. Paint shall not be applied until the layout and condition of the surface has been approved by the Engineer. The edges of the markings shall not vary from a straight line more than 1/2 inch in 50 feet, and marking dimensions and spacings shall be within the following tolerances:

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

The paint shall be mixed in accordance with the manufacturer's instructions and applied to the pavement with a marking machine *from two directions with no glass beads in the first pass direction, and with glass beads in the second pass direction* at the rate shown in Table 1. The addition of thinner will not be permitted. A period of **30 days** shall elapse between placement of a bituminous surface course or seal coat and application of the paint.

Prior to the initial application of markings, the Contractor shall certify in writing that the surface has been prepared in accordance with the paint manufacturer's requirements, that the application equipment is appropriate for the marking paint and that environmental conditions are appropriate for the material being applied. This certification along with a copy of the paint manufactures application and surface preparation requirements must be submitted to the Engineer prior to the initial application of markings.

620-3.6 TEST STRIP. Prior to the full application of airfield markings, the Contractor shall produce a test strip in the presence of the Engineer. The test strip shall include the application of a minimum of 5 gallons of paint and application of 35 lbs of Type I/50 lbs of Type III glass beads. The test strip shall be used to establish thickness/darkness standard for all markings. The test strip shall cover no more than the maximum area prescribed in Table 1 (e.g., for 5 gallons of waterborne paint shall cover no more than 575 square feet).

TABLE 1. APPLICATION RATES FOR PAINT AND GLASS BEADS
(See Note Regarding Red and Pink Paint)

Paint Type	Paint Square feet per gallon, ft^2/gal	~~Glass Beads, Type I, Gradation A~~ ~~Pounds per gallon of paint—lb./gal.~~	~~Glass Beads, Type III~~ ~~Pounds per gallon of paint—lb./gal.~~	Glass Beads, Type IV Pounds per gallon of paint—lb./gal.
Waterborne "First Pass"	110 ft^2/gal max	--	--	--
Waterborne "Second Pass"	55 ft^2/gal max	--	--	8 lb./gal.

Glass beads shall be distributed upon the marked areas at the locations shown on the plans to receive glass beads immediately after application of the paint. A dispenser shall be furnished that is properly designed for attachment to the marking machine and suitable for dispensing glass beads. Glass beads

shall be applied at the rate shown in Table 1. Glass beads shall not be applied to black paint or green paint. Glass beads shall adhere to the cured paint or all marking operations shall cease until corrections are made. Different bead types shall not be mixed. Regular monitoring of glass bead embedment should be performed.

All emptied containers shall be returned to the paint storage area for checking by the Engineer. The containers shall not be removed from the airport or destroyed until authorized by the Engineer.

620-3.7 APPLICATION – PREFORMED AIRPORT PAVEMENT MARKINGS.

a. Asphalt and Portland Cement To ensure minimum single-pass application time and optimum bond in the marking/substrate interface, the materials must be applied using a variable speed self-propelled mobile heater with an effective heating width of no less than 16 feet and a free span between supporting wheels of no less than 18 feet. The heater must emit thermal radiation to the marking material in such a manner that the difference in temperature of 2 inches wide linear segments in the direction of heater travel must be within 5% of the overall average temperature of the heated thermoplastic material as it exits the heater. The material must be able to be applied at ambient and pavement temperatures down to 35°F without any preheating of the pavement to a specific temperature. The material must be able to be applied without the use of a thermometer. The pavement shall be clean, dry, and free of debris. A non-volatile organic content (non-VOC) sealer with a maximum applied viscosity of 250 centiPoise must be applied to the pavement shortly before the markings are applied. The supplier must enclose application instructions with each box/package.

620-3.8 PROTECTION AND CLEANUP. After application of the markings, all markings shall be protected from damage until dry. All surfaces shall be protected from excess moisture and/or rain and from disfiguration by spatter, splashes, spillage, or drippings. The Contractor shall remove from the work area all debris, waste, loose or unadhered reflective media, and by-products generated by the surface preparation and application operations to the satisfaction of the Engineer. The Contractor shall dispose of these wastes in strict compliance with all applicable state, local, and Federal environmental statutes and regulations.

METHOD OF MEASUREMENT

620-4.1 The quantity of runway ~~and taxiway~~ markings to be paid for shall be **the number of square feet of painting ~~and the number of pounds of reflective media~~** performed in accordance with the specifications and accepted by the Engineer. *The quantity of paint marking removal to be paid for shall be the number of square feet (or portion thereof) of removed paint performed in accordance with the specifications and accepted by the Engineer.*

BASIS OF PAYMENT

620-5.1 Payment shall be made at the respective contract **price per square foot** for runway and taxiway painting *and pavement marking removal*. ~~**and [price per pound] for preformed markings** for reflective media~~**.** This price shall be full compensation for furnishing all materials, *including reflective media*, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-620-5.1	Runway and Taxiway Painting - per square foot
Item P-620-5.2	*Non-reflective Black outline – per square foot*
Item P-620-5.3	*Pavement Marking Removal — per square foot*

TESTING REQUIREMENTS

ASTM C371 Standard Test Method for Wire-Cloth Sieve Analysis of Nonplastic Ceramic Powders

ASTM D92 Standard Test Method for Flash and Fire Points by Cleveland Open Cup Tester

ASTM D711 Standard Test Method for No-Pick-Up Time of Traffic Paint

ASTM D968 Standard Test Methods for Abrasion Resistance of Organic Coatings by Falling Abrasive

ASTM D1652 Standard Test Method for Epoxy Content of Epoxy Resins

ASTM D2074 Standard Test Method for Total, Primary, Secondary, and Tertiary Amine Values of Fatty Amines by Alternative Indicator Method

ASTM D2240 Standard Test Method for Rubber Property - Durometer Hardness

ASTM D7585 Standard Practice for Evaluating Retroreflective Pavement Markings Using Portable Hand-Operated Instruments

ASTM E1710 Standard Test Method for Measurement of Retroreflective Pavement Marking Materials with CEN-Prescribed Geometry Using a Portable Retroreflectometer

ASTM E2302 Standard Test Method for Measurement of the Luminance Coefficient Under Diffuse Illumination of Pavement Marking Materials Using a Portable Reflectometer

ASTM G154 Standard Practice for Operating Fluorescent Ultraviolet (UV) Lamp Apparatus for Exposure of Nonmetallic Materials

MATERIAL REQUIREMENTS

ASTM D476 Standard Classification for Dry Pigmentary Titanium Dioxide Products

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

29 CFR Part 1910.1200 Hazard Communication

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

American Association of State Highway and Transportation Officials (AASHTO) M247 Standard Specification for Glass Beads Used in Pavement Markings

FED SPEC TT-P-1952E
Paint, Traffic and Airfield Marking, Waterborne

Commercial Item Description A-A-2886B
Paint, Traffic, Solvent Based

FED STD 595 Colors used in Government Procurement

AC 150/5340-1 Standards for Airport Markings

END OF ITEM P-620

ITEM P-621 SAW-CUT GROOVES

DESCRIPTION

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

CONSTRUCTION METHODS

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

The saw-cut grooves must meet the following tolerances. The tolerances apply to each day's production and to each piece of grooving equipment used for production. The Contractor is responsible for all controls and process adjustments necessary to meet these tolerances. T he Contractor shall routinely spot check for compliance each time the equipment aligns for a grooving pass.

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

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

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

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

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

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

621-2.3 TEST SECTION. Groove a test section in an area of the pavement outside of the trafficked area, as approved by the Engineer. The area shall be **130** feet long by two lanes wide. Demonstrate the setup and alignment process, the grooving operation, and the waste slurry disposal.

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

621-2.5 NEW PAVEMENTS. New asphalt concrete pavements shall be allowed to cure for a minimum of 30 days before grooving, to allow the material to become stable enough to prevent closing of the grooves under normal use. Permit new Portland cement concrete pavements to cure for a minimum of 28 days before grooving. Spalling along or tearing or raveling of the groove edges shall not be allowed.

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

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

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

621-2.9 REPAIR OF DAMAGED PAVEMENT. Grooving must be stopped and damaged pavement repaired at the Contractor's expense when, in the opinion of the Engineer, the result of the grooving operation will be detrimental to aircraft tires.

621-2.10 PRODUCTION RATE. The Contractor must furnish sufficient equipment to groove **a minimum of 1,600 square yards of pavement per day.**

ACCEPTANCE

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

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

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

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

The five zones are as follows:

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

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

Width or depth measurements less than 0.170 inch shall be considered less than 3/16 inch.

Width or depth measurements more than 0.330 inch shall be considered more than 5/16 inch.

Width or depth measurements more than 0.235 inch shall be considered more than 1/4 inch.

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

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

621-5.1 PAYMENT FOR SAW-CUT GROOVING. Payment for saw-cut grooving will be made at the contract unit price per square yard for saw-cut grooving. This price shall be full compensation for furnishing all materials, and for all preparation, delivering, and application of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-621-1	Grooving, per square yard

END OF ITEM P-621

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ITEM T-901 SEEDING

DESCRIPTION

901-1.1 This item shall consist of soil preparation, seeding*, fertilizing, and watering* the areas shown on the plans or as directed by the Engineer in accordance with these specifications.

MATERIALS

901-2.1 SEED The species and application rates of grass, legume, and cover-crop seed furnished shall be those stipulated herein. Seed shall conform to the requirements of Federal Specification JJJ-S-181, Federal Specification, Seeds, Agricultural.

Seed shall be furnished separately or in mixtures in standard containers labeled in conformance with the Agricultural Marketing Service (AMS) Seed Act and applicable state seed laws with the seed name, lot number, net weight, percentages of purity and of germination and hard seed, and percentage of maximum weed seed content clearly marked for each kind of seed. The Contractor shall furnish the Engineer duplicate signed copies of a statement by the vendor certifying that each lot of seed has been tested by a recognized laboratory for seed testing within six (6) months of date of delivery. This statement shall include: name and address of laboratory, date of test, lot number for each kind of seed, and the results of tests as to name, percentages of purity and of germination, and percentage of weed content for each kind of seed furnished, and, in case of a mixture, the proportions of each kind of seed. Wet, moldy, or otherwise damaged seed will be rejected.

Seeds shall be applied as follows:

Seed	Minimum Seed Purity (Percent)	Minimum Germination (Percent)	Rate of Application lb/acre (or lb/1,000
Green Sprangletop	*	*	**0.3**
Bermudagrass	*	*	**15.0**
Sideoats Grama (Haskell)	*	*	**4.5**

Seeding shall be performed during the period between **January 15** and **May 15** inclusive, unless otherwise approved by the Engineer.

901-2.2 LIME. ~~Lime shall be ground limestone containing not less than 85% of total carbonates, and shall be ground to such fineness that 90% will pass through a No. 20 mesh sieve and 50% will pass through a No. 100 mesh sieve. Coarser material will be acceptable, providing the rates of application are increased to provide not less than the minimum quantities and depth specified in the special provisions on the basis of the two sieve requirements above. Dolomitic lime or a high magnesium lime shall contain at least 10% of magnesium oxide. Lime shall be applied at the rate of **[ ]**. All liming materials shall conform to the requirements of ASTM C 602~~. *No lime shall be required for this project.*

901-2.3 FERTILIZER. Fertilizer shall be standard commercial fertilizers supplied separately or in mixtures containing the percentages of total nitrogen, available phosphoric acid, and water-soluble potash. They shall be applied at the rate and to the depth specified, and shall meet the requirements of applicable state laws. They shall be furnished in standard containers with name, weight, and guaranteed

analysis of contents clearly marked thereon. No cyanamide compounds or hydrated lime shall be permitted in mixed fertilizers.

The fertilizers may be supplied in one of the following forms:

a. A dry, free-flowing fertilizer suitable for application by a common fertilizer spreader;

b. A finely-ground fertilizer soluble in water, suitable for application by power sprayers; or

c. A granular or pellet form suitable for application by blower equipment.

Fertilizers shall be ***30-30-30*** commercial fertilizer and shall be spread at the rate of **150 pounds per acre.**.

901-2.4 SOIL FOR REPAIRS. The soil for fill and topsoiling of areas to be repaired shall be at least of equal quality to that which exists in areas adjacent to the area to be repaired. The soil shall be relatively free from large stones, roots, stumps, or other materials that will interfere with subsequent sowing of seed, compacting, and establishing turf, and shall be approved by the Engineer before being placed.

CONSTRUCTION METHODS

901-3.1 ADVANCE PREPARATION AND CLEANUP. After grading of areas has been completed and before applying fertilizer ~~and ground limestone~~, areas to be seeded shall be raked or otherwise cleared of stones larger than 2 inches in any diameter, sticks, stumps, and other debris that might interfere with sowing of seed, growth of grasses, or subsequent maintenance of grass-covered areas. If any damage by erosion or other causes has occurred after the completion of grading and before beginning the application of fertilizer ~~and ground limestone~~, the Contractor shall repair such damage include filling gullies, smoothing irregularities, and repairing other incidental damage.

An area to be seeded shall be considered a satisfactory seedbed without additional treatment if it has recently been thoroughly loosened and worked to a depth of not less than 5 inches as a result of grading operations and, if immediately prior to seeding, the top 3 inches of soil is loose, friable, reasonably free from large clods, rocks, large roots, or other undesirable matter, and if shaped to the required grade.

When the area to be seeded is sparsely sodded, weedy, barren and unworked, or packed and hard, any grass and weeds shall first be *completely eradicated by means of herbicide or tillage* ~~cut or otherwise satisfactorily disposed of~~, and the soil then scarified or otherwise loosened to a depth not less than 5 inches. Clods shall be broken and the top 3 inches of soil shall be worked into a satisfactory seedbed by discing, or by use of cultipackers, rollers, drags, harrows, or other appropriate means.

901-3.2 DRY APPLICATION METHOD.

a. Liming. ~~Lime shall be applied separately and prior to the application of any fertilizer or seed and only on seedbeds that have previously been prepared as described above. The lime shall then be worked into the top 3 inches of soil after which the seedbed shall again be properly graded and dressed to a smooth finish.~~ No lime shall be required for this project.

b. Fertilizing. Following advance preparations and cleanup fertilizer shall be uniformly spread at the rate that will provide not less than the minimum quantity stated in paragraph 901-2.3.

c. Seeding. Grass seed shall be sown at the rate specified in paragraph 901-2.1 immediately after fertilizing. The fertilizer and seed shall be raked within the depth range stated in the special provisions. Seeds of legumes, either alone or in mixtures, shall be inoculated before mixing or sowing, in accordance with the instructions of the manufacturer of the inoculant. When seeding is required at other than the

seasons shown on the plans or in the special provisions, a cover crop shall be sown by the same methods required for grass and legume seeding.

d. Rolling. After the seed has been properly covered, the seedbed shall be immediately compacted by means of an approved lawn roller, weighing 40 to 65 pounds per foot of width for clay soil (or any soil having a tendency to pack), and weighing 150 to 200 pounds per foot of width for sandy or light soils.

901-3.3 WET APPLICATION METHOD.

a. General. The Contractor may elect to apply seed and fertilizer (and lime, if required) by spraying them on the previously prepared seedbed in the form of an aqueous mixture and by using the methods and equipment described herein. The rates of application shall be as specified in the special provisions.

b. Spraying Equipment. The spraying equipment shall have a container or water tank equipped with a liquid level gauge calibrated to read in increments not larger than 50 gallons over the entire range of the tank capacity, mounted so as to be visible to the nozzle operator. The container or tank shall also be equipped with a mechanical power-driven agitator capable of keeping all the solids in the mixture in complete suspension at all times until used.

The unit shall also be equipped with a pressure pump capable of delivering 100 gallons per minute at a pressure of 100 lb / sq inches. The pump shall be mounted in a line that will recirculate the mixture through the tank whenever it is not being sprayed from the nozzle. All pump passages and pipe lines shall be capable of providing clearance for 5/8 inch solids. The power unit for the pump and agitator shall have controls mounted so as to be accessible to the nozzle operator. There shall be an indicating pressure gauge connected and mounted immediately at the back of the nozzle.

The nozzle pipe shall be mounted on an elevated supporting stand in such a manner that it can be rotated through 360 degrees horizontally and inclined vertically from at least 20 degrees below to at least 60 degrees above the horizontal. There shall be a quick-acting, three-way control valve connecting the recirculating line to the nozzle pipe and mounted so that the nozzle operator can control and regulate the amount of flow of mixture delivered to the nozzle. At least three different types of nozzles shall be supplied so that mixtures may be properly sprayed over distance varying from 20 to 100 feet. One shall be a close-range ribbon nozzle, one a medium-range ribbon nozzle, and one a long-range jet nozzle. For case of removal and cleaning, all nozzles shall be connected to the nozzle pipe by means of quick-release couplings.

In order to reach areas inaccessible to the regular equipment, an extension hose at least 50 feet in length shall be provided to which the nozzles may be connected.

c. Mixtures. Lime, if required, shall be applied separately, in the quantity specified, prior to the fertilizing and seeding operations. Not more than 220 pounds of lime shall be added to and mixed with each 100 gallons of water. Seed and fertilizer shall be mixed together in the relative proportions specified, but not more than a total of 220 pounds of these combined solids shall be added to and mixed with each 100 gallons of water.

All water used shall be obtained from fresh water sources and shall be free from injurious chemicals and other toxic substances harmful to plant life. Brackish water shall not be used at any time. The Contractor shall identify to the Engineer all sources of water at least two (2) weeks prior to use. The Engineer may take samples of the water at the source or from the tank at any time and have a laboratory test the samples for chemical and saline content. The Contractor shall not use any water from any source that is disapproved by the Engineer following such tests.

All mixtures shall be constantly agitated from the time they are mixed until they are finally applied to the seedbed. All such mixtures shall be used within two (2) hours from the time they were mixed or they shall be wasted and disposed of at approved locations.

d. Spraying. Lime, if required, shall be sprayed only upon previously prepared seedbeds. After the applied lime mixture has dried, the lime shall be worked into the top 3 inches, after which the seedbed shall again be properly graded and dressed to a smooth finish.

Mixtures of seed and fertilizer shall only be sprayed upon previously prepared seedbeds on which the lime, if required, shall already have been worked in. The mixtures shall be applied by means of a high-pressure spray that shall always be directed upward into the air so that the mixtures will fall to the ground like rain in a uniform spray. Nozzles or sprays shall never be directed toward the ground in such a manner as might produce erosion or runoff.

Particular care shall be exercised to ensure that the application is made uniformly and at the prescribed rate and to guard against misses and overlapped areas. Proper predetermined quantities of the mixture in accordance with specifications shall be used to cover specified sections of known area.

Checks on the rate and uniformity of application may be made by observing the degree of wetting of the ground or by distributing test sheets of paper or pans over the area at intervals and observing the quantity of material deposited thereon.

On surfaces that are to be mulched as indicated by the plans or designated by the Engineer, seed and fertilizer applied by the spray method need not be raked into the soil or rolled. However, on surfaces on which mulch is not to be used, the raking and rolling operations will be required after the soil has dried.

901-3.4 MAINTENANCE OF SEEDED AREAS. The Contractor shall protect seeded areas against traffic or other use by warning signs or barricades, as approved by the Engineer. Surfaces gullied or otherwise damaged following seeding shall be repaired by regrading and reseeding as directed. The Contractor shall mow, water as directed, and otherwise maintain seeded areas in a satisfactory condition until final inspection and acceptance of the work.

When either the dry or wet application method outlined above is used for work done out of season, it will be required that the Contractor establish a good stand of grass of uniform color and density to the satisfaction of the Engineer. A grass stand shall be considered adequate when bare spots are one square foot or less, randomly dispersed, and do not exceed 3% of the area seeded.

Watering of the seeded areas shall be coordinated with the Owner and Airport Operations. Contractor will not be permitted to enter the airport secure areas to water without advanced approval.

METHOD OF MEASUREMENT

901-4.1 The quantity of seeding to be paid for shall be the number of units **acres** measured on the ground surface, completed and accepted. *Seeding shall be measured to the nearest tenth (0.1) of an acre. Fertilizer and watering will not be measured for separate payment but will be considered subsidiary to seeding.*

BASIS OF PAYMENT

901-5.1 Payment shall be made at the contract unit price per **acre** or fraction thereof, which price and payment shall be full compensation for furnishing and placing all material and for all labor, equipment, tools, and incidentals necessary to complete the work prescribed in this item.

Payment will be made under:

Item T-901-5.1	Seeding—per **acres**

MATERIAL REQUIREMENTS

ASTM C 602	Agricultural Liming Materials
ASTM D 977	Emulsified Asphalt
FED SPEC JJJ-S-181	Seeds, Agriculture

END OF ITEM T-901

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ITEM T-904 SODDING

DESCRIPTION

904-1.1 This item shall consist of furnishing, hauling, and placing approved live sod on prepared areas in accordance with this specification at the locations shown on the plans or as directed by the Engineer.

MATERIALS

904-2.1 SOD. Sod furnished by the Contractor shall have a good cover of living or growing grass. This shall be interpreted to include grass that is seasonally dormant during the cold or dry seasons and capable of renewing growth after the dormant period. All sod shall be obtained from areas where the soil is reasonably fertile and contains a high percentage of loamy topsoil. Sod shall be cut or stripped from living, thickly matted turf relatively free of weeds or other undesirable foreign plants, large stones, roots, or other materials that might be detrimental to the development of the sod or to future maintenance. ~~At least 70% of the plants in the cut sod shall be composed of the species stated in the Texas Department of Transportation *Standard Specifications, – Sodding* special provisions, and~~ *Sod may be of either Bermuda grass or buffalo grass*. Any vegetation more than 6 inches in height shall be mowed to a height of 3 inches or less before sod is lifted. Sod, including the soil containing the roots and the plant growth showing above, shall be cut uniformly to a thickness not less than that stated in the~~ special provisions.~~ *Texas Department of Transportation Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges, Item 162. Sod must be free from noxious weeds, Johnson grass, seed producing grasses, or any other matter deleterious to the growth and subsistence of the sod.*

~~**904-2.2 LIME.** Lime shall be ground limestone containing not less than 85% of total carbonates, and shall be ground to such fineness that 90% will pass through a No. 20 mesh sieve and 50% will pass through a No. 100 mesh sieve. Coarser material will be acceptable, providing the rates of application are increased to provide not less than the minimum quantities and depth specified in the special provisions on the basis of the two sieve requirements above. Dolomitic lime or a high magnesium lime shall contain at least 10% of magnesium oxide. Lime shall be applied at the rate of [___]. All liming materials shall conform to the requirements of ASTM C602.~~

904-2.3 FERTILIZER. Fertilizer shall be standard commercial fertilizers supplied separately or in mixtures containing the percentages of total nitrogen, available phosphoric acid, and water-soluble potash. They shall be applied at the rate and to the depth specified, and shall meet the requirements of applicable state laws. They shall be furnished in standard containers with name, weight, and guaranteed analysis of contents clearly marked thereon. No cyanamide compounds or hydrated lime shall be permitted in mixed fertilizers.

The fertilizers may be supplied in one of the following forms:

a. A dry, free-flowing fertilizer suitable for application by a common fertilizer spreader;

b. A finely-ground fertilizer soluble in water, suitable for application by power sprayers; or

c. A granular or pellet form suitable for application by blower equipment.

Fertilizers shall be standard commercial fertilizer and shall be spread at the rate ~~of~~ *dictated by the representative soils test conducted by the contractor*.

904-2.4 WATER. The water shall be sufficiently free from oil, acid, alkali, salt, or other harmful materials that would inhibit the growth of grass. It shall be subject to the approval of the Engineer prior to use.

904-2.5 SOIL FOR REPAIRS. The soil for fill and topsoiling of areas to be repaired shall be at least of equal quality to that which exists in areas adjacent to the area to be repaired. The soil shall be relatively

free from large stones, roots, stumps, or other materials that will interfere with subsequent sowing of seed, compacting, and establishing turf, and shall be approved by the Engineer before being placed.

CONSTRUCTION METHODS

904-3.1 GENERAL. Areas to be solid, strip, or spot sodded shall be shown on the plans. Areas requiring special ground surface preparation such as tilling and those areas in a satisfactory condition that are to remain undisturbed shall also be shown on the plans.

Suitable equipment necessary for proper preparation of the ground surface and for the handling and placing of all required materials shall be on hand, in good condition, and shall be approved by the Engineer before the various operations are started. The Contractor shall demonstrate to the Engineer before starting the various operations that the application of required materials will be made at the specified rates.

904-3.2 PREPARING THE GROUND SURFACE. After grading of areas has been completed and before applying fertilizer and limestone, areas to be sodded shall be raked or otherwise cleared of stones larger than 2 inches in any diameter, sticks, stumps, and other debris which might interfere with sodding, growth of grasses, or subsequent maintenance of grass-covered areas. If any damage by erosion or other causes occurs after grading of areas and before beginning the application of fertilizer and ground limestone, the Contractor shall repair such damage. This may include filling gullies, smoothing irregularities, and repairing other incidental damage.

904-3.3 APPLYING FERTILIZER AND GROUND LIMESTONE. Following ground surface preparation, fertilizer shall be uniformly spread at a rate which will provide not less than the minimum quantity of each fertilizer ingredient, as stated in the special provisions. If use of ground limestone is required, it shall then be spread at a rate that will provide not less than the minimum quantity stated in the special provisions. These materials shall be incorporated into the soil to a depth of not less than 2 inches by discing, raking, or other suitable methods. Any stones larger than 2 inches in any diameter, large clods, roots, and other litter brought to the surface by this operation shall be removed.

904-3.4 OBTAINING AND DELIVERING SOD. After inspection and approval of the source of sod by the Engineer, the sod shall be cut with approved sod cutters to such a thickness that after it has been transported and placed on the prepared bed, but before it has been compacted, it shall have a uniform thickness of not less than 2 inches. Sod sections or strips shall be cut in uniform widths, not less than 10 inches, and in lengths of not less than 18 inches, but of such length as may be readily lifted without breaking, tearing, or loss of soil. Where strips are required, the sod must be rolled without damage with the grass folded inside. The Contractor may be required to mow high grass before cutting sod.

The sod shall be transplanted within 24 hours from the time it is stripped, unless circumstances beyond the Contractor's control make storing necessary. In such cases, sod shall be stacked, kept moist, and protected from exposure to the air and sun and shall be kept from freezing. Sod shall be cut and moved only when the soil moisture conditions are such that favorable results can be expected. Where the soil is too dry, permission to cut sod may be granted only after it has been watered sufficiently to moisten the soil to the depth the sod is to be cut.

904-3.5 LAYING SOD. Sodding shall be performed only during the seasons when satisfactory results can be expected. Frozen sod shall not be used and sod shall not be placed upon frozen soil. Sod may be transplanted during periods of drought with the approval of the Engineer, provided the sod bed is watered to moisten the soil to a depth of at least 4 inches immediately prior to laying the sod.

The sod shall be moist and shall be placed on a moist earth bed. Pitch forks shall not be used to handle sod, and dumping from vehicles shall not be permitted. The sod shall be carefully placed by hand, edge to edge and with staggered joints, in rows at right angles to the slopes, commencing at the base of the area to be sodded and working upward. The sod shall immediately be pressed firmly into contact with the

sod bed by tamping or rolling with approved equipment to provide a true and even surface, and ensure knitting without displacement of the sod or deformation of the surfaces of sodded areas. Where the sod may be displaced during sodding operations, the workmen, when replacing it, shall work from ladders or treaded planks to prevent further displacement. Screened soil of good quality shall be used to fill all cracks between sods. The quantity of the fill soil shall not cause smothering of the grass. Where the grades are such that the flow of water will be from paved surfaces across sodded areas, the surface of the soil in the sod after compaction shall be set approximately one inch below the pavement edge.
Where the flow will be over the sodded areas and onto the paved surfaces around manholes and inlets, the surface of the soil in the sod after compaction shall be placed flush with pavement edges.

On slopes steeper than one (1) vertical to 2-1/2 horizontal and in v-shaped or flat-bottom ditches or gutters, the sod shall be pegged with wooden pegs not less than 12 inches in length and have a cross-sectional area of not less than 3/4 sq inch. The pegs shall be driven flush with the surface of the sod.

904-3.6 WATERING. Adequate water and watering equipment must be on hand before sodding begins, and sod shall be kept moist until it has become established and its continued growth assured. In all cases, watering shall be done in a manner that will avoid erosion from the application of excessive quantities and will avoid damage to the finished surface.

904-3.7 ESTABLISHING TURF.

a. General. The Contractor shall provide general care for the sodded areas as soon as the sod has been laid and shall continue until final inspection and acceptance of the work.

b. Protection. All sodded areas shall be protected against traffic or other use by warning signs or barricades approved by the Engineer.

c. Mowing. The Contractor shall mow the sodded areas with approved mowing equipment, depending upon climatic and growth conditions and the needs for mowing specific areas. In the event that weeds or other undesirable vegetation are permitted to grow to such an extent that, either cut or uncut, they threaten to smother the sodded species, they shall be mowed and the clippings raked and removed from the area.

904-3.8 REPAIRING. When the surface has become gullied or otherwise damaged during the period covered by this contract, the affected areas shall be repaired to re-establish the grade and the condition of the soil, as directed by the Engineer, and shall then be sodded as specified in paragraph 904-3.5.

METHOD OF MEASUREMENT

904-4.1 This item shall be measured on the basis of the area in square yards of the surface covered with sod and accepted.

BASIS OF PAYMENT

904-5.1 This item will be paid for on the basis of the contract unit price per square yard for sodding, which price shall be full compensation for all labor, equipment, material, staking, and incidentals necessary to satisfactorily complete the items as specified.

Payment will be made under:

Item T-904-5.1	Sodding—per square yard

MATERIAL REQUIREMENTS

ASTM C 602 Standard Specification for Agricultural Liming Materials

END OF ITEM T-904

ITEM T-905 TOPSOILING

DESCRIPTION

905-1.1 This item shall consist of preparing the ground surface for topsoil application, removing topsoil from designated stockpiles or areas to be stripped on the site or from approved sources off the site, and placing and spreading the topsoil on prepared areas in accordance with this specification at the locations shown on the plans or as directed by the Engineer.

MATERIALS

905-2.1 TOPSOIL. *Topsoil source to be existing topsoil within the limits of the grading as shown on the Plans, and temporarily stockpiling topsoil on the airport property at a location acceptable to the airport and the Engineer.* Topsoil shall be the surface layer of soil with no admixture of refuse or any material toxic to plant growth, and it shall be reasonably free from subsoil and stumps, roots, brush, stones (2 inches or more in diameter), and clay lumps or similar objects. Brush and other vegetation that will not be incorporated with the soil during handling operations shall be cut and removed. Ordinary sod and herbaceous growth such as grass and weeds are not to be removed, but shall be thoroughly broken up and intermixed with the soil during handling operations. Heavy sod or other cover, which cannot be incorporated into the topsoil by discing or other means, shall be removed. ~~The topsoil or soil mixture, unless otherwise specified or approved, shall have a pH range of approximately 5.5 pH to 7.6 pH, when tested in accordance with the methods of testing of the Association of Official Agricultural Chemists in effect on the date of invitation of bids. The organic content shall be not less than 3% nor more than 20% as determined by the wet-combustion method (chromic acid reduction). There shall be not less than 20% nor more than 80% of the material passing the 200 mesh sieve as determined by the wash test in accordance with ASTM C 117.~~

Natural topsoil may be amended by the Contractor with approved materials and methods to meet the above specifications.

905-2.2 INSPECTION AND TESTS. Within 10 days following acceptance of the bid, the Engineer shall be notified of the source of topsoil to be furnished by the Contractor. The topsoil shall be inspected to determine if the selected soil meets the requirements specified and to determine the depth to which stripping will be permitted. At this time, the Contractor may be required to take representative soil samples from several locations within the area under consideration and to the proposed stripping depths, for testing purposes as specified in paragraph 905-2.1.

CONSTRUCTION METHODS

905-3.1 GENERAL. Areas to be topsoiled shall be shown on the plans. If topsoil is available on the site, the location of the stockpiles or areas to be stripped of topsoil and the stripping depths shall be shown on the plans.

Suitable equipment necessary for proper preparation and treatment of the ground surface, stripping of topsoil, and for the handling and placing of all required materials shall be on hand, in good condition, and approved by the Engineer before the various operations are started.

905-3.2 PREPARING THE GROUND SURFACE. Immediately prior to dumping and spreading the topsoil on any area, the surface shall be loosened by discs or spike-tooth harrows, or by other means approved by the Engineer, to a minimum depth of 2 inches to facilitate bonding of the topsoil to the covered subgrade soil. The surface of the area to be topsoiled shall be cleared of all stones larger than 2 inches in any diameter and all litter or other material which may be detrimental to proper bonding, the rise of capillary moisture, or the proper growth of the desired planting. Limited areas, as shown on the plans, which are too compact to respond to these operations shall receive special scarification.

Grades on the area to be topsoiled, which have been established by others as shown on the plans, shall be maintained in a true and even condition. Where grades have not been established, the areas shall be smooth-graded and the surface left at the prescribed grades in an even and compacted condition to prevent the formation of low places or pockets where water will stand.

905-3.3 OBTAINING TOPSOIL. Prior to the stripping of topsoil from designated areas, any vegetation, briars, stumps and large roots, rubbish or stones found on such areas, which may interfere with subsequent operations, shall be removed using methods approved by the Engineer. Heavy sod or other cover, which cannot be incorporated into the topsoil by discing or other means shall be removed.

When suitable topsoil is available on the site, the Contractor shall remove this material from the designated areas and to the depth as directed by the Engineer. The topsoil shall be spread on areas already tilled and smooth-graded, or stockpiled in areas approved by the Engineer. Any topsoil stockpiled by the Contractor shall be rehandled and placed without additional compensation. Any topsoil that has been stockpiled on the site by others, and is required for topsoiling purposes, shall be removed and placed by the Contractor. The sites of all stockpiles and areas adjacent thereto which have been disturbed by the Contractor shall be graded if required and put into a condition acceptable for seeding.

When suitable topsoil is secured off the airport site, the Contractor shall locate and obtain the supply, subject to the approval of the Engineer. The Contractor shall notify the Engineer sufficiently in advance of operations in order that necessary measurements and tests can be made. The Contractor shall remove the topsoil from approved areas and to the depth as directed. The topsoil shall be hauled to the site of the work and placed for spreading, or spread as required. Any topsoil hauled to the site of the work and stockpiled shall be rehandled and placed without additional compensation.

905-3.4 PLACING TOPSOIL. The topsoil shall be evenly spread on the prepared areas to a uniform depth of inches after compaction, unless otherwise shown on the plans or stated in the special provisions. Spreading shall not be done when the ground or topsoil is frozen, excessively wet, or otherwise in a condition detrimental to the work. Spreading shall be carried on so that turfing operations can proceed with a minimum of soil preparation or tilling.

After spreading, any large, stiff clods and hard lumps shall be broken with a pulverizer or by other effective means, and all stones or rocks (2 inches or more in diameter), roots, litter, or any foreign matter shall be raked up and disposed of by the Contractor. after spreading is completed, the topsoil shall be satisfactorily compacted by rolling with a cultipacker or by other means approved by the Engineer. The compacted topsoil surface shall conform to the required lines, grades, and cross-sections. Any topsoil or other dirt falling upon pavements as a result of hauling or handling of topsoil shall be promptly removed.

METHOD OF MEASUREMENT

905-4.1 Topsoil obtained on the site shall be measured by the ***area in square yards at the specified thickness of topsoil hauled and placed from the topsoil stockpiled under Item P-152-2.10 as accepted by the Engineer. Topsoiling measured for payment shall only be the planned limits of construction.*** ~~number of cubic yards of topsoil measured in its original position and stripped or excavated. Topsoil stockpiled by others and removed for topsoiling by the Contractor shall be measured by the number of cubic yards of topsoil measured in the stockpile. Topsoil shall be measured by volume in cubic yards computed by the method of end areas.~~

~~**905-4.2** Topsoil obtained off the site shall be measured by the number of cubic yards of topsoil measured in its original position and stripped or excavated. Topsoil shall be measured by volume in cubic yards computed by the method of end areas.~~

BASIS OF PAYMENT

905-5.1 Payment will be made at the contract unit price per ~~cubic yard~~ *square yard for topsoiling at the thickness indicated on the Plans.* This price shall be full compensation for furnishing all materials and for all *stripping and stockpiling topsoil at the airport, hauling*, preparation, placing, and spreading of the materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

~~**905-5.2** Payment will be made at the contract unit price per cubic yard for topsoiling (obtained off the site). This price shall be full compensation for furnishing all materials and for all preparation, placing, and spreading of the materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.~~

Payment will be made under:

Item T-905-5.1	Topsoiling (Obtained on Site or Removed from Stockpile~~) per cubic yard~~ *2 inch Thickness) – per square yard*
~~Item T-905-5.2~~	~~Topsoiling (Furnished from Off the Site) per cubic yard~~

TESTING MATERIALS

ASTM C 117 Materials Finer than 75-μm (No. 200) Sieve in Mineral Aggregates by Washing

END OF ITEM T-905

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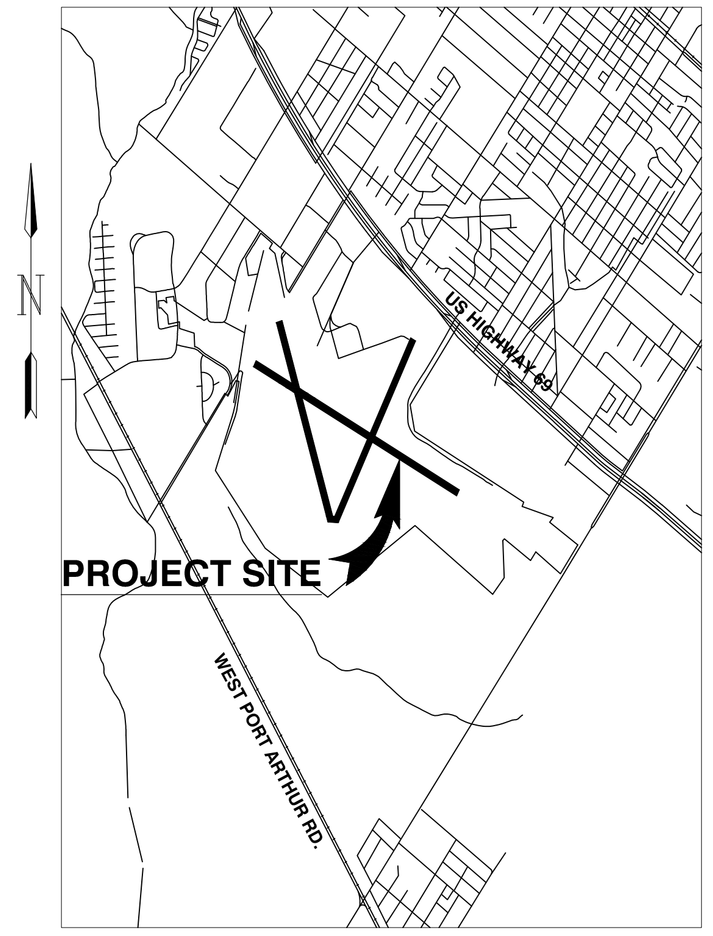
RUNWAY 12-30 RECONSTRUCTION
JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TEXAS

LOCATION MAP

JACK BROOKS REGIONAL AIRPORT

ITEMS OF WORK

RUNWAY 12-30 RECONSTRUCTION
LIGHTING IMPROVEMENTS



VICINITY MAP
NO SCALE

GARVER PROJECT NO. 14121507
A.I.P. PROJECT NO. 3-48-0018-031-2015
APRIL, 2015

GARVER
11111 Katy Freeway
Suite 910
Houston, TX 77079
(713) 491-8333

GARVER
REGISTRATION NO.
F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED
PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

COVER SHEET

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-101

SHEET NUMBER **1**

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Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/8/2015 9:54 AM Plotter used: DWG To PDF.pc3

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GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS BEFORE WORK IS STARTED TO VERIFY UTILITY LOCATIONS (DIGTESS 1-800-245-4545).

2. THE CONTRACTOR SHALL NOTIFY JACK BROOKS REGIONAL AIRPORT OPERATIONS 72 HOURS IN ADVANCE OF ANY CHANGES IN CONSTRUCTION ACTIVITY TO ALLOW SUFFICIENT TIME FOR COORDINATION OF NOTAMS AND TO LOCATE AND MARK EXISTING FIELD CABLES AND TO AVOID UNSCHEDULED FACILITY OUTAGES.

3. THE CONTRACTOR SHALL COMPLETE ALL WORK IN ACCORDANCE WITH THE FAA ADVISORY CIRCULAR 150/5370-2 "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", LATEST VERSION.

4. THE CONTRACTOR'S STAGING AREA FOR OFFICE, STOCKPILE, EQUIPMENT, ENGINEER'S OFFICE, MATERIALS STORAGE AND EMPLOYEE PARKING SHALL BE NO CLOSER THAN 25 FEET FROM ANY FENCE LINE AND OUTSIDE OF THE OFA OF ANY TAXIWAY OR TAXILANE. STOCKPILE LOCATION TO BE PROVIDED BY AIRPORT STAFF. MAXIMUM STOCKPILE HEIGHT IS 20'. CONTRACTOR SHALL COVER ALL STOCKPILED MATERIAL TO PREVENT WIND EROSION. COVER SHALL BE SECURED IN MANNER THAT PREVENTS COVER FROM BEING BLOWN INTO TRAFFIC AREAS AND BECOMING A SAFETY HAZARD. JACK BROOKS OPERATIONS SHALL APPROVE THE EXACT LOCATION OF THE STAFFING AREA AND STOCKPILE AREA PRIOR TO ITS USE. THE SUGGESTED LOCATION IS SHOWN, OTHERS PROPOSED MAY BE ACCEPTABLE.

5. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING ACCESS AND HAUL ROADS OUTSIDE THE LIMITS OF CONSTRUCTION AND SHALL RESTORE THE ROADS TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER. THE LOCATION OF ANY ADDITIONAL HAUL ROADS DESIRED BY THE CONTRACTOR IS SUBJECT TO THE APPROVAL OF THE AVIATION DEPARTMENT AND ENGINEER.

6. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTING AND MAINTAINING TEMPORARY ACCESS AND/OR HAUL ROADS WHERE NECESSARY TO THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL COMPLETELY REMOVE THE TEMPORARY HAUL ROADS SHOWN ON THE PHASING PLANS UPON COMPLETION OF THE PROJECT AND SHALL RESTORE THE GROUND SURFACE AND TURF IN THE AREA TO ITS CONDITION PRIOR TO THIS CONSTRUCTION. COSTS TO BE INCLUDED IN SITE PREPARATION.

7. DURING MATERIAL DELIVERY / PAVING OPERATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL. TRAFFIC CONTROL SHALL BE INCIDENTAL TO THE TOTAL PROJECT.

8. ALL EMPLOYEES OF THE CONTRACTOR SHALL ENTER AND EXIT THE WORK SITE AT THE DESIGNATED CONTRACTOR'S ENTRANCE (CE). AN ADEQUATE SIGN SHALL BE PROVIDED DESIGNATING THIS GATE LOCATION AS THE "CONSTRUCTION EMPLOYEE ENTRANCE". MINIMUM REQUIREMENTS FOR AN ACCESS GATE ARE AS FOLLOWS:

   A. ALL VEHICLES MUST STOP PRIOR TO ENTERING THE AIRPORT. IF A GATE GUARD IS USED, THEY MUST WAIT FOR THE GATE GUARD TO SIGNAL THEM TO PROCEED. ONLY AUTHORIZED CONTRACTORS, FAA PERSONNEL, AVIATION DEPARTMENT PERSONNEL, AND PROJECT ENGINEERS WILL BE ALLOWED ACCESS. ALL OTHERS WILL BE DENIED ACCESS OR THE GATE GUARD WILL CONTACT AIRPORT OPERATIONS FOR ASSISTANCE. THE CONTRACTOR WILL FURNISH TRAINING AND WRITTEN PROCEDURES TO THE GATE GUARD THAT MUST BE FOLLOWED DURING THE PROJECT.

   B. DELIVERY VEHICLES FOR THE CONTRACTOR NEED TO CHECK IN AT THE GATE. THE CONTRACTOR MUST MAINTAIN POSITIVE ESCORT CONTROL OF ALL DELIVERY VEHICLES WHILE ON SITE.

   C. THE GATE GUARD SHALL BE EQUIPPED WITH A TELEPHONE TO CONTACT AIRPORT OPERATIONS IF ANY UNAUTHORIZED VEHICLE ATTEMPTS TO ENTER THE AIRPORT AIR OPERATIONS AREA.

   D. A GATE GUARD IS REQUIRED WHEN THE GATE IS UNLOCKED. THE GATE MAY BE SECURED (CLOSED AND LOCKED) AFTER EACH VEHICLE IN LIEU OF USING A GATE GUARD. THE CONTRACTOR SHALL PROVIDE LOCKS ON ACCESS GATES AND PROVIDE THE COMBINATION TO AIRPORT OPERATIONS.

   E. ANY AND ALL FINES THAT MAY BE LEVIED ON THE AIRPORT FOR A SECURITY VIOLATION IN CONNECTION WITH THE ACCESS GATE OR THE CONTRACTOR'S ACTIVITIES SHALL BE PAID BY THE CONTRACTOR. THE FAA OR AIRPORT MAY ASSESS A FINE DEPENDING ON THE SERIOUSNESS OF THE INFRACTION.

   F. THE CONTRACTOR SHALL AT ALL TIMES ENSURE AGAINST UNAUTHORIZED ACCESS TO THE AIRFIELD.

   G. PRIVATE AND COMPANY VEHICLES OPERATING WITHIN THE AIRCRAFT OPERATION AREA (AOA) MUST HAVE A COMPANY LOGO / IDENTIFICATION ON BOTH SIDES OF THE VEHICLE. THE CONTRACTOR'S EMPLOYEES' VEHICLES PARKED IN ANY OF THE CONTRACTOR'S STAGING AREA AND NOT USED FOR CONSTRUCTION PURPOSES DO NOT REQUIRE THIS IDENTIFICATION. SIGNS AS DESCRIBED ABOVE ARE REQUIRED ON PRIVATE VEHICLES OPERATED IN AREAS OTHER THAN THE STAGING AREA, DIRECT ACCESS ROUTES TO AND FROM THE STAGING AREA, AND WITHIN THE CONSTRUCTION WORK LIMITS.

9. CONSTRUCTION WORK LIMITS ARE AS SHOWN ON THE PLANS. ANY AND ALL WORK CONDUCTED OUTSIDE THE CONSTRUCTION LIMITS, EXCEPT FOR MAINTENANCE ON BARRICADES SHALL BE ACCOMPLISHED WITH THE USE OF A CONTRACTOR PROVIDED ESCORT. NO WORK OR TRAVEL WILL BE PERMITTED OUTSIDE THE CONSTRUCTION LIMITS SHOWN WITHOUT PRIOR APPROVAL BY AIRPORT OPERATIONS AND AN AUTHORIZED ESCORT. AIRPORT OPERATIONS WILL NEED TO KEEP OPEN VARIOUS TAXIWAYS ADJACENT OR IN THE PROXIMITY OF OR CROSSING THE CONSTRUCTION AREA. THE WORK SHALL BE COORDINATED WITH AIRPORT OPERATIONS. NO WORK IS PERMITTED NOR ARE OPEN EXCAVATIONS, STORED MATERIALS, STOCKPILES OR EQUIPMENT ALLOWED OUTSIDE OF THE WORK AREA AS SHOWN IN THE PLANS WITHOUT PRIOR COORDINATION WITH AIRPORT OPERATIONS.

10. THE CONTRACTOR'S ACCESS TO THE AIRFIELD IS LIMITED TO THE GATE AS SHOWN ON THE PLANS. ACCESS FROM THE GATE TO THE STAGING, STORAGE AND WORK AREAS SHALL BE CONFINED TO THE ROUTES SHOWN AND WITHIN THE WORK AREA LIMITS. ACCESS VIA ANY OTHER ROUTES OR GATES WILL REQUIRE PRIOR WRITTEN APPROVAL BY AIRPORT OPERATIONS.

12. ANY TEMPORARY FACILITIES SHALL BE COMPLETELY REMOVED FROM THE SITE AT THE COMPLETION OF THE PROJECT AND THE SITE RESTORED TO ITS ORIGINAL CONDITION.

13. ALL CONSTRUCTION VEHICLES OPERATING OR PARKED ON THE AIRPORT MUST HAVE AN OPERATING FLASHING AMBER BEACON OR CHECKERED FLAG (DAYLIGHT ONLY) WHICH IS VISIBLE 360 DEGREES AROUND THE VEHICLE. IN ACCORDANCE WITH THE FAA SPECIFICATION AC 150/5370-2, LATEST VERSION.

14. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS MUST BE APPROVED BY THE AVIATION DEPARTMENT.

15. FUEL, DIESEL FUEL, OR OTHER CONTAMINANTS SHALL NOT BE ALLOWED TO ENTER THE STORM SEWER SYSTEM. IN THE EVENT OF A SPILL, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE AVIATION DEPARTMENT OF THE SPILL. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INCURRED FOR CLEANUP OF CONTAMINATED AREAS ON AND OFF AIRPORT PROPERTY.

16. CAUTION SHALL BE TAKEN BY THE CONTRACTOR IN PREVENTING ANY DUST OR MUD WHICH MAY BECOME A HAZARD TO AIR AND GROUND OPERATIONS OR, IN THE OPINION OF THE AVIATION DEPARTMENT, IS DETERMINED TO BE UNSIGHTLY. THE CONTRACTOR SHALL CONTROL DUST AND MUD AT ALL TIMES AND MAY REQUIRE FULL TIME OPERATION WATER TRUCKS OR SWEEPERS. IF, IN THE OPINION OF THE AVIATION DEPARTMENT OR THE ENGINEER, DUST OR MUD IS NOT BEING ADEQUATELY CONTROLLED THEY MAY SUSPEND WORK AND MAKE NECESSARY ARRANGEMENTS FOR DUST OR MUD CONTROL. THE COSTS THEREFORE SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.

17. CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO OBTAIN DRIVER'S TRAINING FOR CONTRACTOR EMPLOYEES PRIOR TO ENTERING THE AIR OPERATIONS AREA.

18. ALL EMPLOYEES OF THE CONTRACTOR OR SUBCONTRACTORS SHALL RECEIVE VEHICLE OPERATOR/PEDESTRIAN TRAINING FROM THE PROJECT SUPERINTENDENT. ALL EMPLOYEES SHALL RECEIVE NEW TRAINING WHEN MOVED TO DIFFERENT WORK AREAS OR PHASES OF THE PROJECT. THE AVIATION DEPARTMENT WILL PROVIDE VEHICLE OPERATOR/PEDESTRIAN TRAINING AND TRAINING MATERIALS TO THE CONTRACTOR. THE CONTRACTOR'S PROJECT SUPERINTENDENT SHALL KEEP THE TRAINING MATERIALS ON FILE AND PROVIDE TO THE AVIATION DEPARTMENT PERSONNEL FOR INSPECTION UPON THEIR REQUEST. A FEE OF $500 WILL BE ASSESSED FOR ENTERING UNAUTHORIZED AREAS.

19. IF FOR ANY REASON, THE AVIATION DEPARTMENT OR ENGINEER FEELS THAT SAFETY IS NOT BEING ADEQUATELY MAINTAINED, THEY MAY SUSPEND WORK UNTIL THE SAFETY ISSUE IS RESOLVED. THE COSTS SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.

20. CONTRACTOR SHALL PROVIDE ADVANCE REQUEST OF PAVEMENT CLOSURES TO THE ENGINEER AND AIRPORT OPERATIONS. NOTICE SHALL BE PROVIDED 72 HOURS OR 3 BUSINESS DAYS BEFORE ACCESS TO ANY HANGAR IS FULLY OR PARTIALLY BLOCKED.

21. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES TO FAA CABLE. CONTRACTOR SHALL CONTACT FAA TECHOPS (817-222-4609) FOR CABLE LOCATION PRIOR TO DIGGING.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

SHEET INDEX & GENERAL NOTES

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-102

SHEET NUMBER **2**

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Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/8/2015 9:54 AM Plotter used: DWG To PDF.pc3

BASE BID

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT QUANTITY	ESTIMATED
1	SECTION 105	MOBILIZATION	LS 100%	
2	SS-120-3.1	SITE PREPERATION	LS 100%	
3	SS-220-5.1	PAVEMENT EDGE GRADING	LF 2,100	
4	SS-275-5.1	SOIL-CEMENT BASE COURSE FINISHING	SY 17,120	
5	P-101-5.1	CONCRETE PAVEMENT REMOVAL	SY 16,700	
6	P-152-4.1	UNCLASSIFIED EXCAVATION	CY 490	
7	P-152-4.2	BORROW EXCAVATION	CY 2,150	
8	P-152-4.3	UNSUITABLE EXCAVATION	CY 600	
9	P-156-5.1	TEMPORARY EROSION CONTROL	MONTH 5	
10	P-301-1	SOIL-CEMENT BASE COURSE	SY 17,120	
11	P-301-2	PORTLAND CEMENT	CWT 12,020	
12	P-501-1	PORTLAND CEMENT CONCRETE PAVEMENT	SY 16,670	
13	P-501-2	GRINDING OF EXISTING CONCRETE PAVEMENT TO MEET PROFILOGRAPH	SY 8,340	
14	P-602-1	BITUMINOUS PRIME COAT	GAL 3,430	
15	P-620-5.1	RUNWAY AND TAXIWAY PAINTING	SF 21,600	
16	P-620-5.2	NON-REFLECTIVE BLACK OUTLINE	SF 4,580	
17	P-621-1	GROOVING	SY 14,450	
18	T-901-3.1	SEEDING	ACRE 1.6	
19	T-904-5.1	SODDING	SY 900	
20	T-905-1	TOPSOILING (OBTAINED ON SITE OR REMOVED FROM STOCKPILE 2" THICKNESS)	SY 7,690	
21	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION	LS 100%	
22	SS-305-5.1	POLYETHYLENE CONDUIT DIRECTIONAL BORING, 1-WAY 2"C	LF 140	
23	SS-310-5.1	EXISTING BASE MOUNTED EDGE LIGHT, REMOVED	EACH 17	
24	SS-310-5.2	EDGE LIGHT, REMOVED EXISTING BASE MOUNTED INPAVEMENT	EACH 1	
25	SS-310-5.4	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED	EACH 5	
26	SS-310-5.6	EXISTING ABANDONED SIGN BASE.	EACH 1	
27	SS-310-5.7	L-850C LOW PROFILE BASE MOUNTED INPAVEMENT RUNWAY EDGE LIGHT,	EACH 1	
28	SS-310-5.9	L-858(L) BASE MOUNTED, LED 1-MODULE GUIDANCE SIGN, INSTALLED	EACH 2	
29	SS-310-5.11	L-858(L) BASE MOUNTED, LED 3-MODULE GUIDANCE SIGN, INSTALLED	EACH 1	
30	SS-310-5.15	L-862 BASE MOUNTED RUNWAY EDGE LIGHT, INSTALLED	EACH 11	
31	SS-310-5.16	L-862E BASE MOUNTED RUNWAY THRESHOLD/END LIGHT, INSTALLED	EACH 8	
32	SS-310-5.17	FIELD LIGHTING ARRESTOR, INSTALLED	EACH 2	
33	SS-310-5.18	TEMPORARY AIRFIELD LIGHTING	LS 100%	
34	SS-310-5.19	EXISTING REIL RECONNECTION	LS 100%	
35	L-108-5.1	NO. 8 AWG, 5 kV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR COUDUIT	LF 4,500	
36	L-108-5.2	NO. 6 AWG, SOLID, BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING GROUND RODS AND GROUND CONNECTORS	LF 3,000	
37	L-110-5.1	NON-ENCASED ELECTRICAL CONDUIT, 1-WAY 2"C	LF 2,800	
38	L-110-5.2	CONCRETE ENCASED ELECTRICAL CONDUIT, 1-WAY 2"C	LF 55	

ADDITIVE ALTERNATE NO. 1

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
A1.1	P-620-5.1	RUNWAY AND TAXIWAY PAINTING	SF	86,850
A1.2	P-620-5.2	NON-REFLECTIVE BLACK OUTLINE	SF	17,000
A1.3	P-620-5.3	PAVEMENT MARKING REMOVAL	SF	250

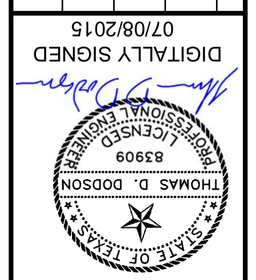
ADDITIVE ALTERNATE NO. 2

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
A2.1	SS-305-5.1	DIRECTIONAL BORING, 1-WAY 2"C POLYETHYLENE CONDUIT	LF	135
A2.2	SS-305-5.2	DIRECTIONAL BORING, 2-WAY 2"C POLYETHYLENE CONDUITS	LF	950
A2.3	SS-305-5.3	DIRECTIONAL BORING, 4-WAY 2"C POLYETHYLENE CONDUITS	LF	205
A2.4	SS-310-5.1	EXISTING BASE MOUNTED EDGE LIGHT, REMOVED	EACH	56
A2.5	SS-310-5.2	EXISTING BASE MOUNTED INPAVEMENT EDGE LIGHT, REMOVED	EACH	6
A2.6	SS-310-5.3	EXISTING BASE MOUNTED INPAVEMENT EDGE LIGHT, REMOVED, BASE TO REMAIN	EACH	2
A2.7	SS-310-5.4	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED	EACH	33
A2.8	SS-310-5.5	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED, BASE TO REMAIN	EACH	1
A2.9	SS-310-5.6	EXISTING ABANDONED SIGN BASE.	EACH	2
A2.10	SS-310-5.7	L-850C LOW PROFILE BASE MOUNTED INPAVEMENT RUNWAY EDGE LIGHT,	EACH	5
A2.11	SS-310-5.8	L-850C LOW PROFILE BASE MOUNTED INPAVEMENT RUNWAY EDGE LIGHT, INSTALLED ON EXISTING BASE	EACH	2
A2.12	SS-310-5.9	L-858(L) BASE MOUNTED, LED 1-MODULE GUIDANCE SIGN, INSTALLED	EACH	11
A2.13	SS-310-5.10	L-858(L) BASE MOUNTED, LED 2-MODULE GUIDANCE SIGN, INSTALLED	EACH	2
A2.14	SS-310-5.11	L-858(L) BASE MOUNTED, LED 3-MODULE GUIDANCE SIGN, INSTALLED	EACH	4
A2.15	SS-310-5.12	L-858(L) BASE MOUNTED, LED 3-MODULE GUIDANCE SIGN, INSTALLED WITHIN EXISTING PAVED SHOULDER	EACH	2
A2.16	SS-310-5.13	L-858(L) BASE MOUNTED, LED 1-MODULE RUNWAY DISTANCE REMAINING SIGN, INSTALLED	EACH	9
A2.17	SS-310-5.14	VEHICLE SIGN ASSEMBLY	LS	100%
A2.18	SS-310-5.15	L-862 BASE MOUNTED RUNWAY EDGE LIGHT, INSTALLED	EACH	49
A2.19	SS-310-5.16	L-862E BASE MOUNTED RUNWAY THRESHOLD/END LIGHT, INSTALLED	EACH	8
A2.20	SS-310-5.17	FIELD LIGHTINNG ARRESTOR, INSTALLED	EACH	8
A2.21	L-108-5.1	NO. 8 AWG, 5 kV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR COUDUIT	LF	19,400
A2.22	L-108-5.2	NO. 6 AWG, SOLID, BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING GROUND RODS AND GROUND CONNECTORS	LF	18,400
A2.23	L-110-5.1	NON-ENCASED ELECTRICAL CONDUIT, 1-WAY 2"C	LF	15,100
A2.24	L-110-5.2	CONCRETE ENCASED ELECTRICAL CONDUIT, 1-WAY 2"C	LF	245
A2.25	L-115-5.1	PRECAST CONCRETE ELECTRICAL HANDHOLE, INTERIOR DIMENSIONS 2'L x 3'W x 3'D, INSTALLED	EACH	14
A2.26	L-115-5.2	EXISTING CONCRETE ENCASED, ELECTRICAL JUNCTION STRUCTURE,	EACH	1

GARVER

REGISTRATION NO.
F-5713

DIGITALLY SIGNED
07/08/2015



REV.	DATE	DESCRIPTION	BY

SUMMARY OF QUANTITIES

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

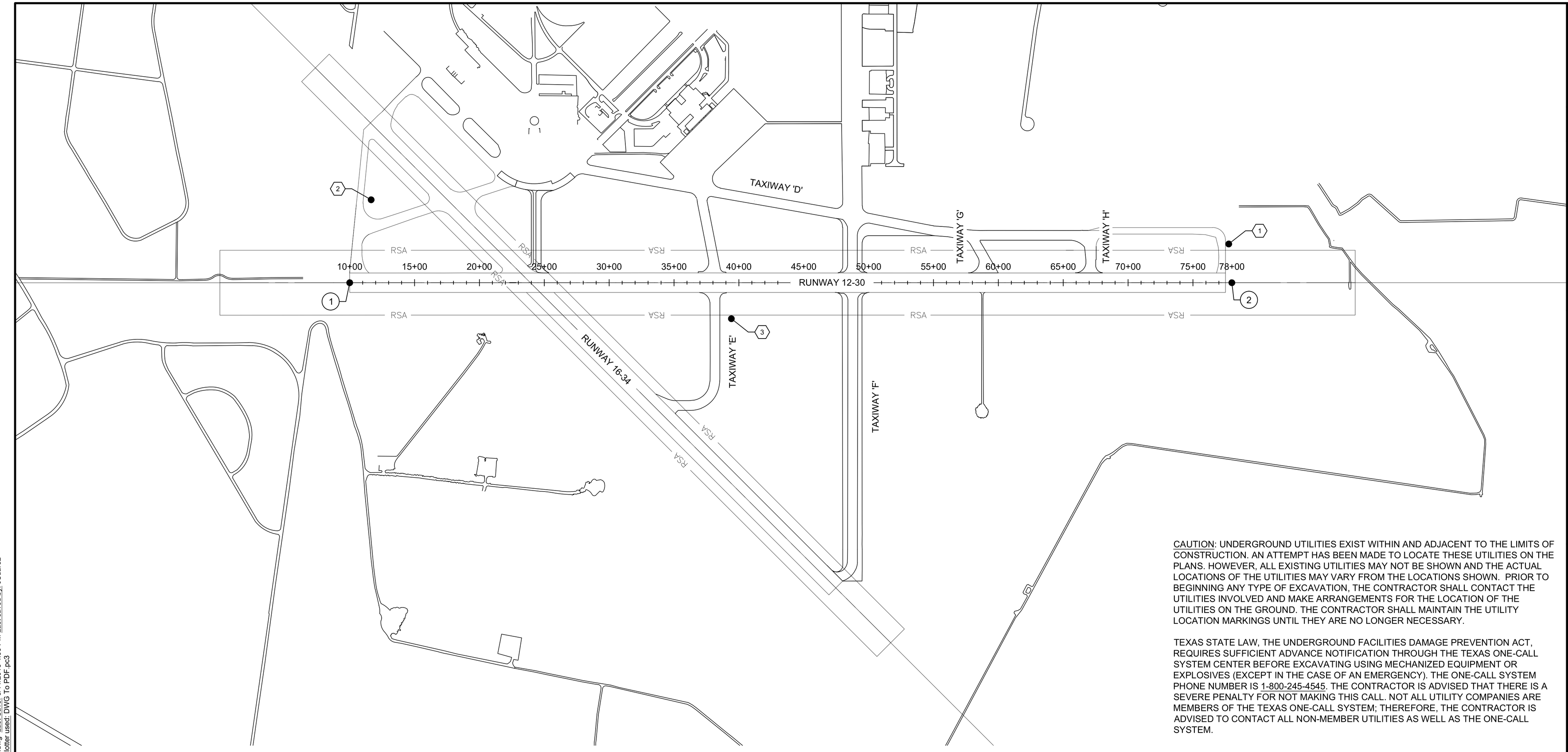
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-103

SHEET NUMBER
3

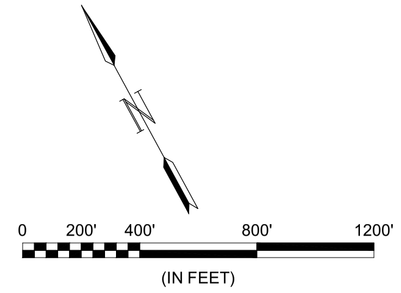
JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION



BASELINE POINTS

POINT NO.	DESCRIPTION	STATION	NORTHING	EASTING
RUNWAY 12-30				
①	BEGIN	10+00.00	13929406.29	3542847.90
②	END	78+00.00	13926159.51	3548822.72



LEGEND

- SURVEY CONTROL POINTS
- BASELINE POINTS

CAUTION: UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES SUFFICIENT ADVANCE NOTIFICATION THROUGH THE TEXAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-245-4545. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

NOTES:
1. ALL COORDINATES ARE SHOWN IN SURFACE COORDINATES. ALL CONTROL POINT DATA IS BASED ON TEXAS COORDINATE SYSTEM OF 1983 (NORTH CENTRAL ZONE; NAD83(CORS2011ADJ.) EPOCH 2010.00). CONTROL POINTS WERE CONVERTED FROM GRID TO SURFACE BY USING THE SCALE FACTOR OF 0.99992567.
2. SURVEY CONDUCTED BY LANDTECH CONSULTANTS INC. IN JANUARY 2015.

SURVEY CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
①	13926433.39	3548944.21	-	SECONDARY AIRPORT CONTROL
②	13929889.20	3543298.33	12.00800	PRIMARY AIRPORT CONTROL
③	13927757.81	3545300.43	-	SECONDARY AIRPORT CONTROL

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

SURVEY CONTROL PLAN

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

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DRAWING NUMBER
G-201

SHEET NUMBER **4**

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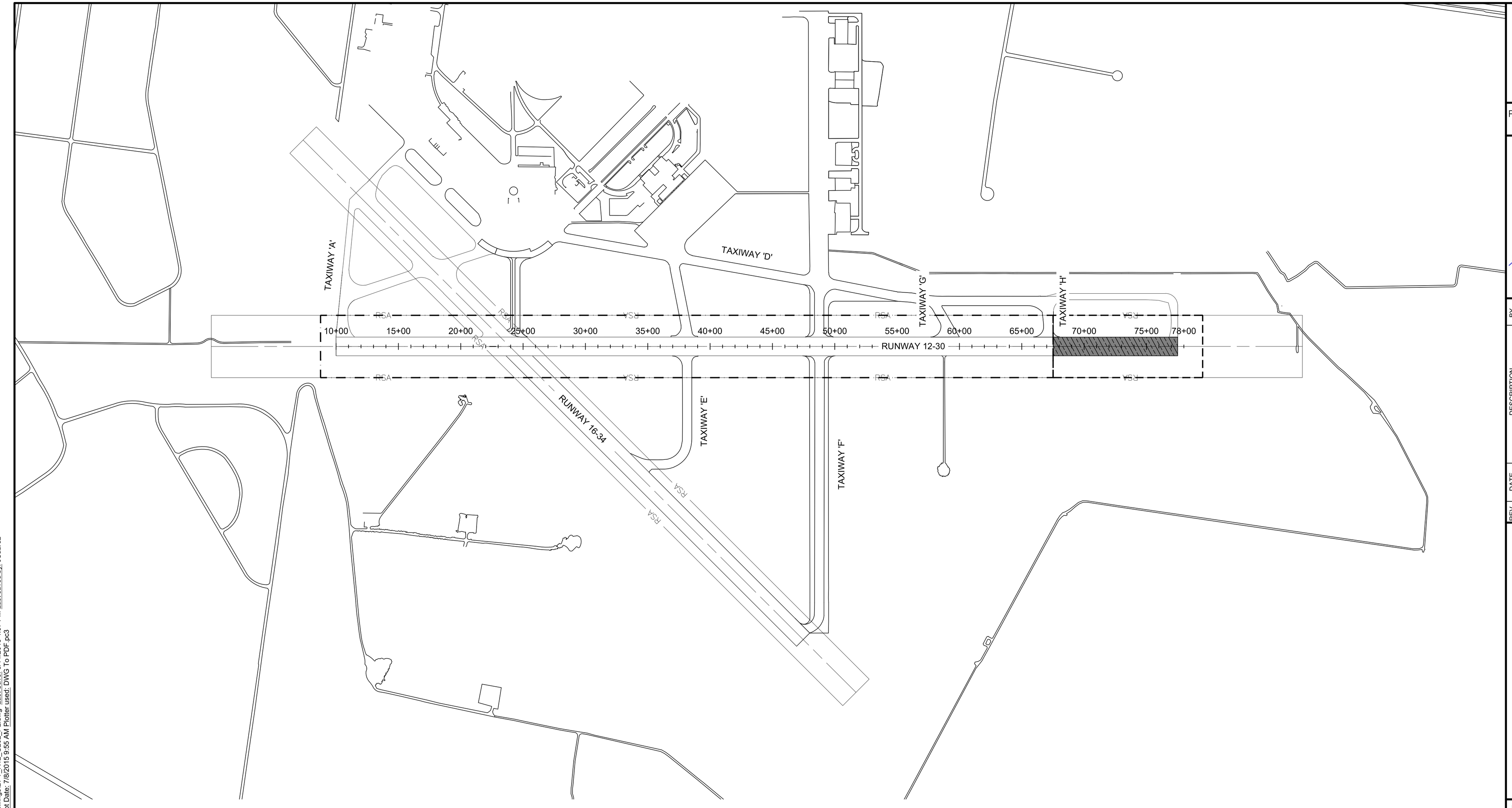
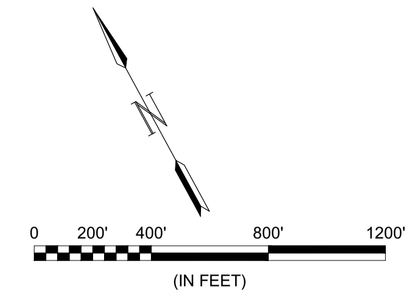


PROJECT LAYOUT

DESCRIPTION	
	BASE BID PROJECT LIMITS
	ADDITIVE ALTERNATE I AND II PROJECT LIMITS
	PAVEMENT RECONSTRUCTION
	RUNWAY PAVEMENT REMOVAL



GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

PROJECT LAYOUT

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

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DRAWING NUMBER
G-202

SHEET NUMBER **5**

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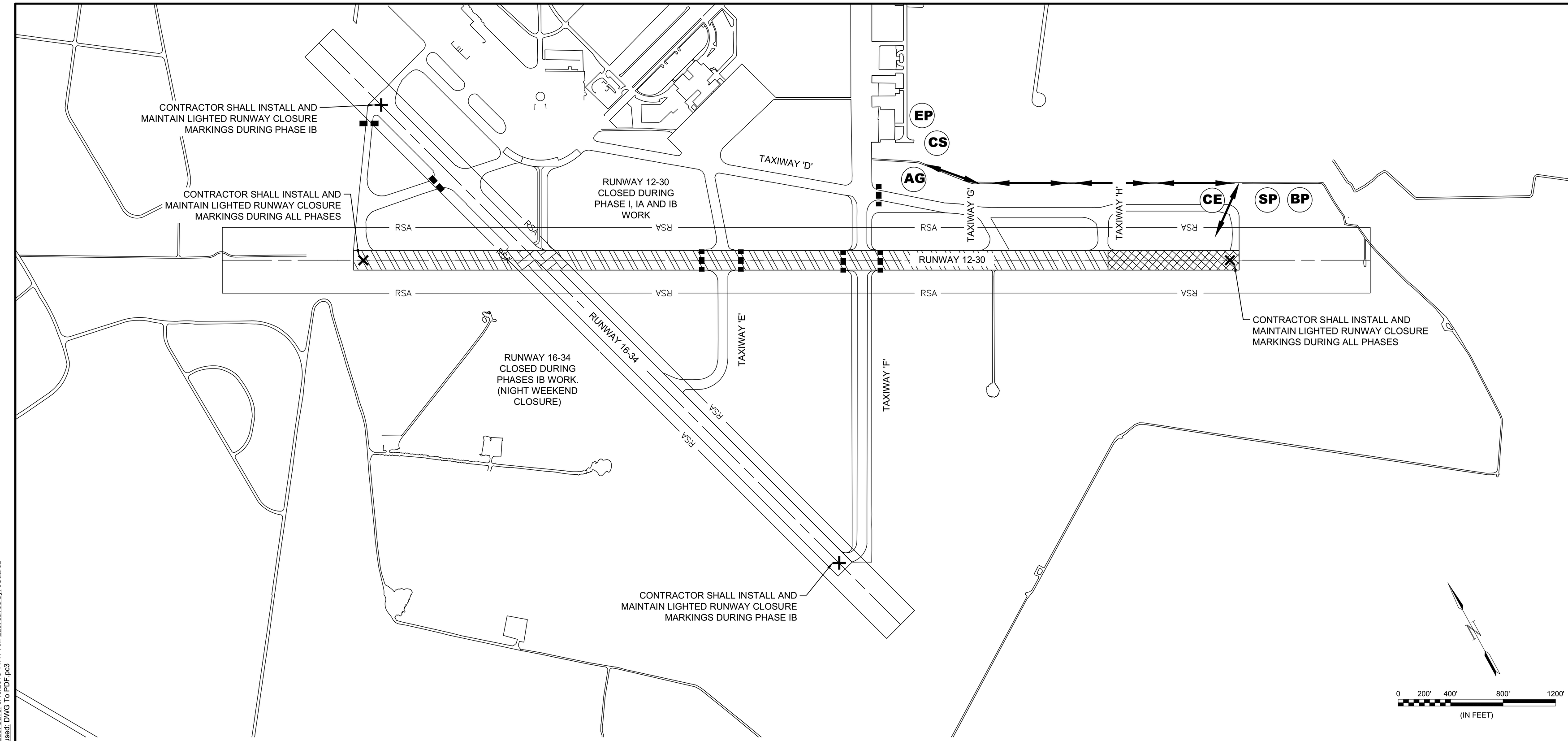

ITEMS OF WORK

	PHASE	DESCRIPTION
	I	1. RECONSTRUCT RUNWAY 12-30 PER PLAN AND PROFILE SHEET AND CONCRETE TYPICAL SECTION (SEE SHEET C-001). 2. PERFORM GRADING AND LIGHTING ADJUSTMENTS. 3. MARK RUNWAY 12-30 WITHIN RECONSTRUCTION LIMITS.
	IA	1. REMOVE TAXIWAY C MARKINGS INTO RUNWAY 12-30. 2. MARK REST OF RUNWAY 12-30. ADDITIVE ALTERNATE I. 3. REMOVE AND REPLACE RUNWAY 12-30 CIRCUIT AND ASSOCIATED LIGHTS AND SIGNS. ADDITIVE ALTERNATE II.
	IB	1. MARK RUNWAY 12-30 WITHIN THE INTERSECTION WITH RUNWAY 16-34. ADDITIVE ALTERNATE I. 2. REMOVE AND REPLACE RUNWAY 12-30 CIRCUIT AND ASSOCIATED LIGHTS AND SIGNS. ADDITIVE ALTERNATE II.

LEGEND

	CONTRACTOR AND VEHICLE ACCESS
AG	ACCESS GATE
CS	CONTRACTOR'S STAGING
EP	CONTRACTOR'S EMPLOYEE PARKING
CE	CONSTRUCTION ENTRANCE
SP	EXCAVATION STOCKPILE SITE
BP	POTENTIAL CONCRETE BATCH PLANT SITE
	LOW PROFILE BARRICADES

NOTE:
CONTRACTOR'S ACCESS ROUTE THROUGH AN ACTIVE AIRCRAFT MOVEMENT AREA. CONTRACTOR TO PROVIDE FLAGMEN AND GUIDE VEHICLE FOR CONSTRUCTION TRAFFIC CROSSING THE ACTIVE AIRCRAFT MOVEMENT AREA. THE ACCESS ROUTE FROM THE CONTRACTOR'S STAGING AND STORAGE AREA TO THE WORK SITE WILL BE CONTINUOUSLY MONITORED FOR DEBRIS AND CLEANED IMMEDIATELY.

WORK AVAILABILITY

ANYTIME:	AVAILABLE AT ALL TIMES
WEEKEND CLOSURE:	AVAILABLE FROM 11:00 PM FRIDAY UNTIL 5:00 AM MONDAY
VARIES:	SEE ASSOCIATED SAFETY AND PHASING PLAN
NIGHT CLOSURE:	AVAILABLE FROM 11:00 PM UNTIL 5:00 AM

CONTRACT TIME

PHASE	CALENDAR DAYS	WORK AVAILABILITY
BASE BID - PHASE I (150 DAYS)		ANYTIME
ADD ALT 1 - PHASE IA (150 DAYS)		ANYTIME
ADD ALT 1- PHASE IB (4 DAYS)		WEEKEND CLOSURE
ADD ALT 2 - PHASE 2A (150 DAYS)		ANYTIME
ADD ALT 2- PHASE 2B (4 DAYS)		WEEKEND CLOSURE

0 30 60 90 120 150

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

SAFETY & PHASING PLAN - OVERALL

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-301

SHEET NUMBER 6

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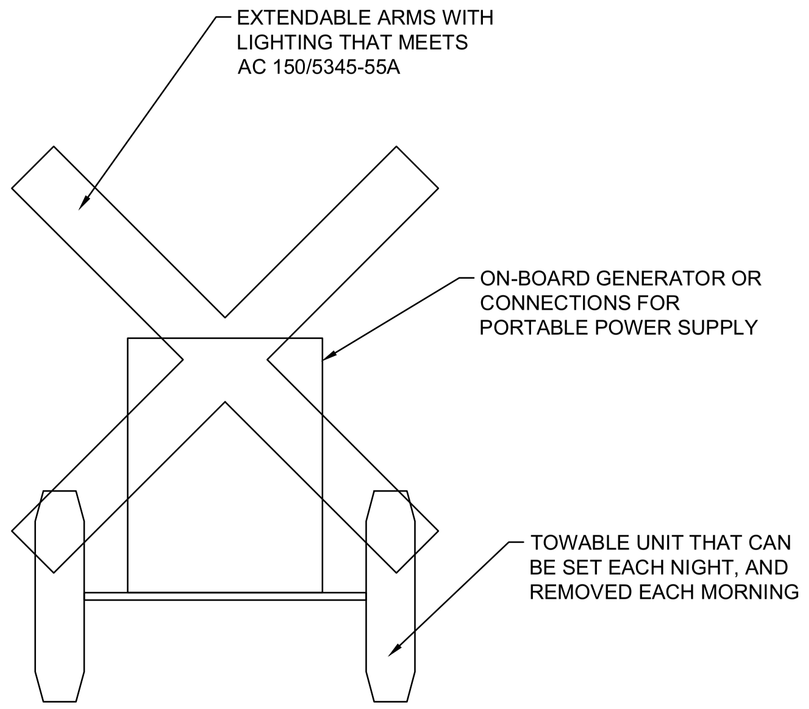
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/8/2015 9:55 AM Plotter used: DWG To PDF.pc3



1 / G-302

LIGHTED RUNWAY CLOSURE MARKER

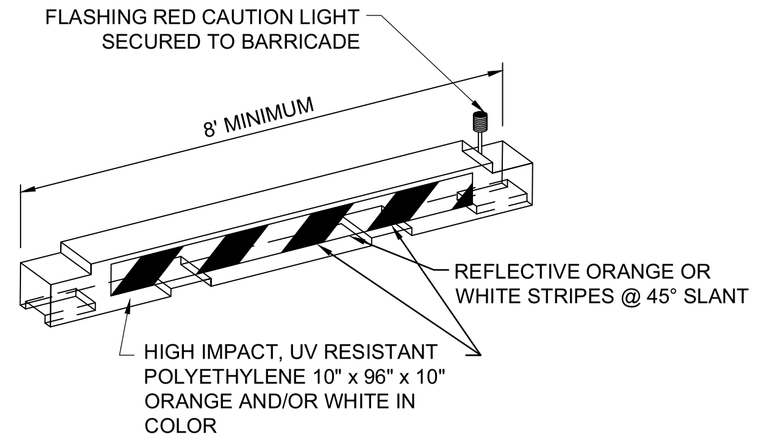
SCALE: NONE

NOTE:

1. CLOSED RUNWAY MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE LATEST VERSION OF AC 150/5370-2 OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
2. L-893 LIGHTED CLOSED RUNWAY MARKERS SHALL BE PLACED ON THE RUNWAY DESIGNATION MARKING OR WITHIN 205' OF THE RUNWAY END.
3. CONTRACTOR SHALL OBTAIN A LIGHTED CLOSED RUNWAY MARKER FOR USE DURING ALL PHASES ON RUNWAY 12/30 AND 16/34. THE AIRPORT DOES NOT HAVE A LIGHTED CLOSED RUNWAY MARKER AVAILABLE FOR RENT.

NOTES:

1. BARRICADES SHALL MEET THE REQUIREMENTS OF THE CURRENT FAA ADVISORY CIRCULAR 150/5370-2, LATEST VERSION, AND BE APPROVED BY THE ENGINEER.
2. CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. THE METHOD SHALL BE APPROVED BY THE ENGINEER.
3. BARRICADES SHALL BE LOCATED AS DEFINED IN THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
4. BARRICADES SHALL BE CONNECTED WITH NO SPACES IN BETWEEN.



2 / G-302

LOW PROFILE AIRCRAFT BARRICADE (MOVEMENT AREAS)

SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX
RUNWAY 12-30 RECONSTRUCTION

SAFETY & PHASING DETAILS

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
G-302

SHEET NUMBER **7**

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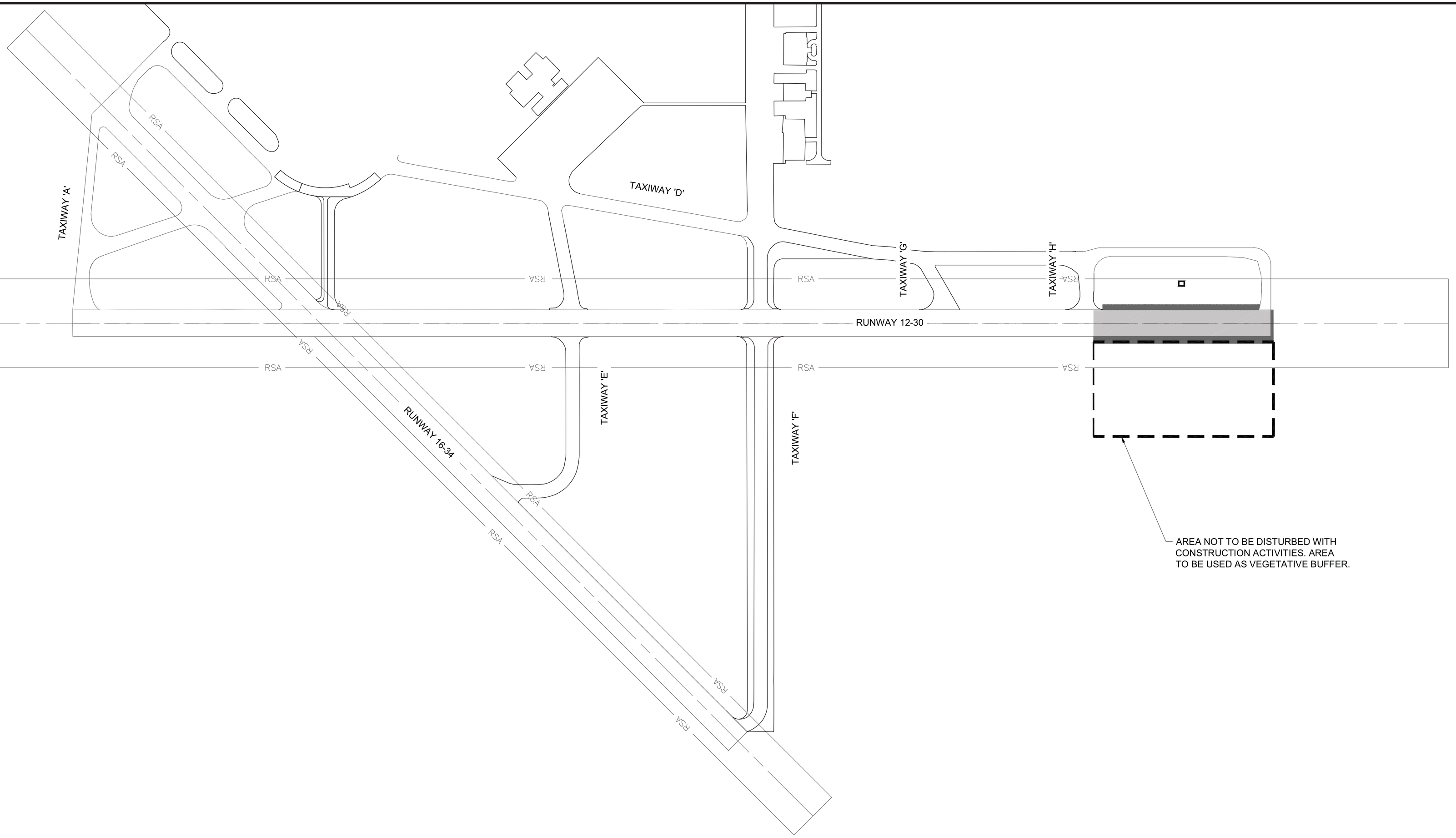
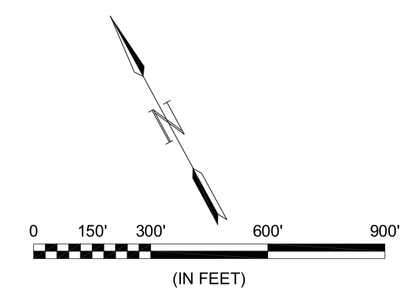


LEGEND

- PROJECT LIMITS
- WORK LIMITS
- INLET PROTECTION
- EXISTING PIPES
- CS — CONTRACTOR'S STAGING
- CW — CONCRETE WASHOUT SEE DETAIL SHEET C-201



NOTES:
1. INLET PROTECTION CONSIST OF INSTALLING TEMPORARY EROSION CONTROL LOG FOR EROSION CONTROL ALL AROUND EACH INLET AS CALLED FOR IN THE PLANS, UNLESS OTHERWISE NOTED.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
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REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

SWPPP LAYOUT

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

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DRAWING NUMBER
G-401

SHEET NUMBER **8**

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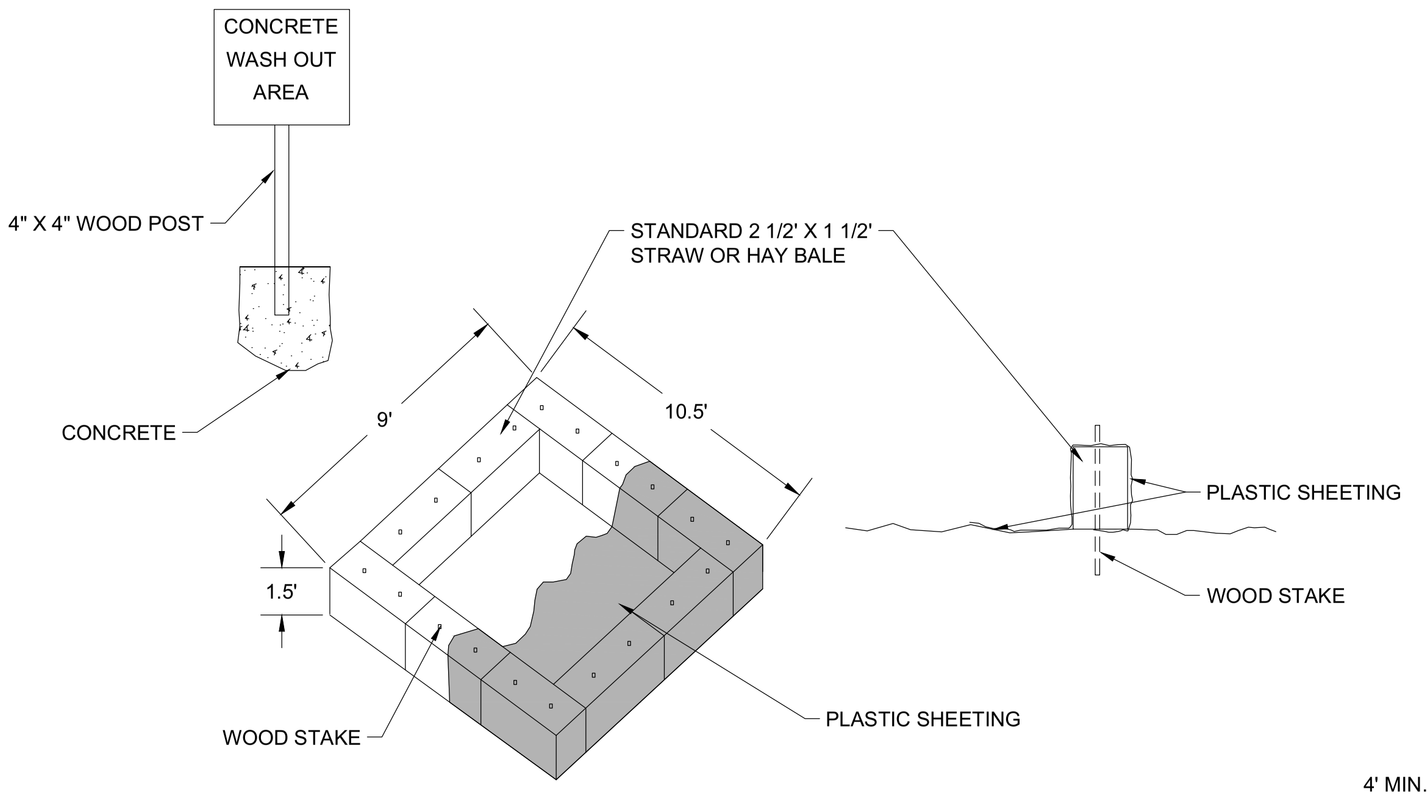
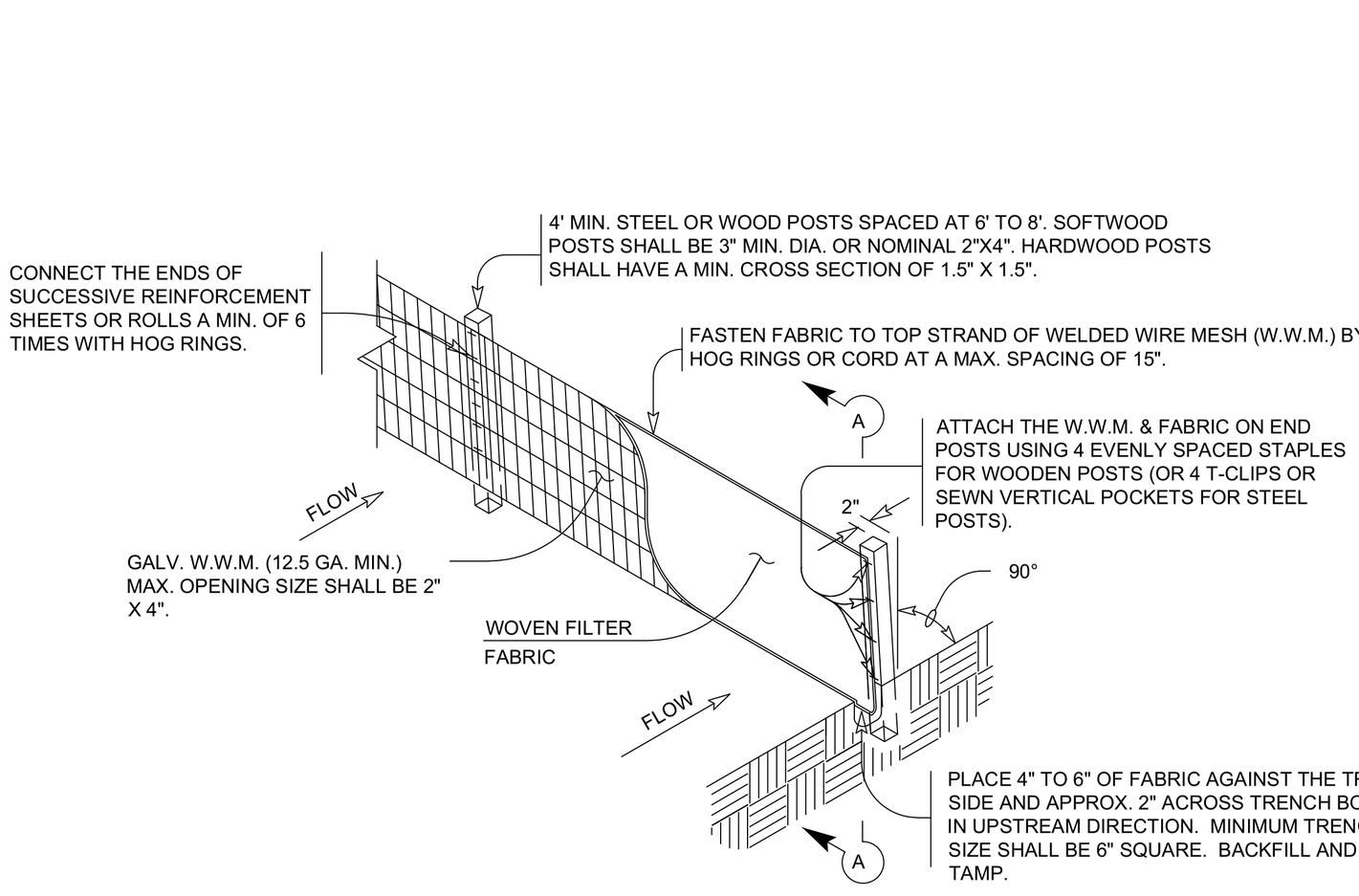
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/8/2015 9:55 AM Plotter used: DWG To PDF.pc3



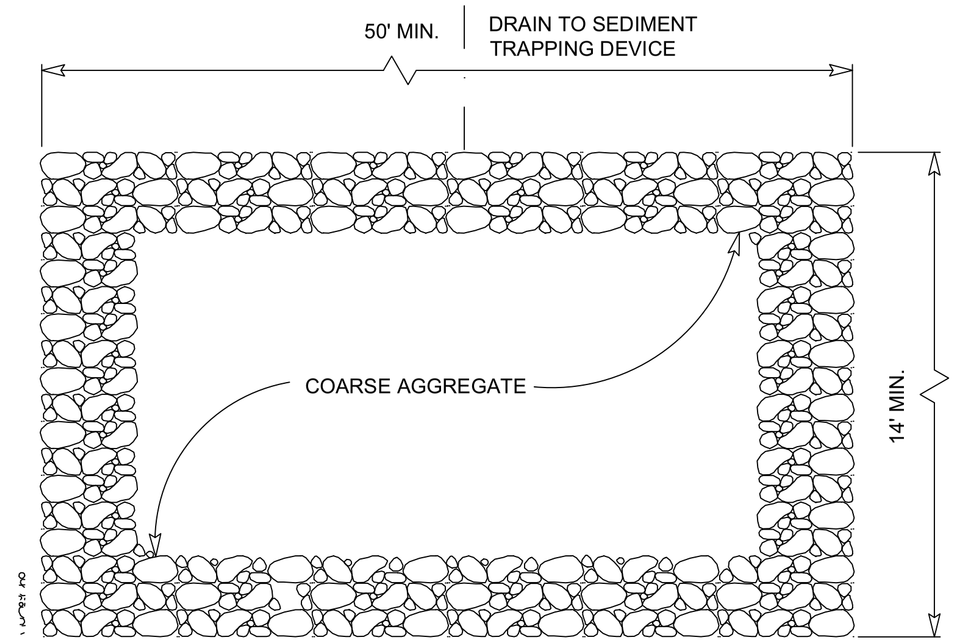
1 / G-402 — CONCRETE WASH OUT AREA
SCALE: NONE

NOTES:

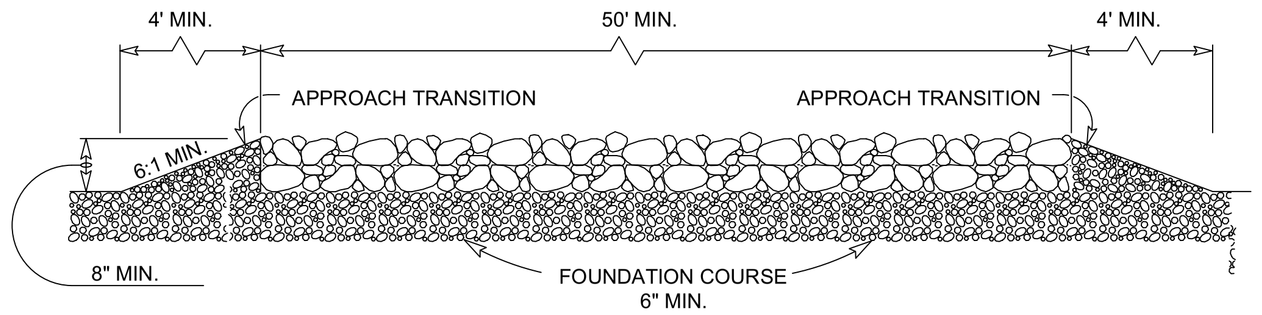
1. PLASTIC MUST BE 10 MIL THICK OR TWO 6 MIL PIECES OVERLAPPED.
2. ONCE CONCRETE DRIES, IT CAN BE ROLLED UP IN THE PLASTIC.
3. HAY BALES MUST BE STAKED WITH STAKED HOLDING PLASTIC LINER IN PLACE AND COVER ALL BALES. WOODEN STAKES MUST BE 3 FEET IN LENGTH.
4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH A WASH OUT AREA.
5. THE CONCRETE TRUCK DRIVER AND CONTRACTOR CAN BE CITED FOR WASH OUTS CONDUCTED IN A NON-DESIGNATED AREA.
6. AFTER THE DESIGNATED AREA FOR THE WASH OUT IS DETERMINED, SIGNAGE INDICATING CONCRETE WASH OUT AREA SHALL BE INSTALLED THAT IS VISIBLE TO EXITING VEHICLES. THE SIGN SHALL BE PLACED ON A WOOD POST AND ANCHORED IN CONCRETE.



2 / G-402 — TEMPORARY SEDIMENT CONTROL
SCALE: NONE



3A / G-402 — PLAN
SCALE: NONE

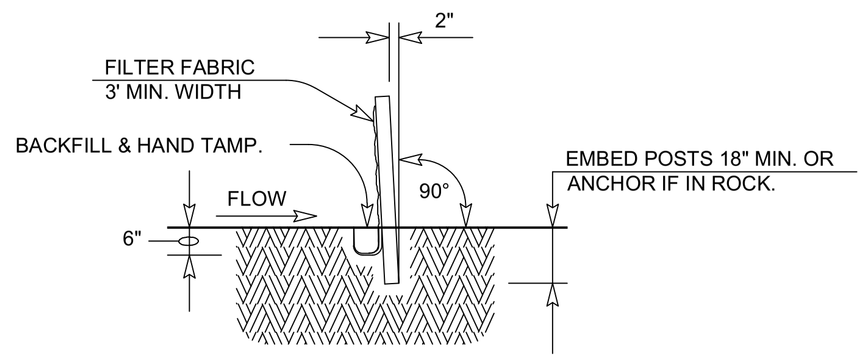


3B / G-402 — PROFILE
SCALE: NONE

3 / G-402 — CONSTRUCTION EXIT (TYPE 1)
SCALE: NONE

GENERAL NOTES:

1. THE LENGTH OF THE TYPE 1 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE COARSE AGGREGATE SHOULD BE OPEN GRADED WITH A SIZE OF 4" TO 8".
3. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6:1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
4. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT SHALL BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
6. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS AND MAY BE MODIFIED BY THE ENGINEER.



2A / G-402 — SECTION A-A
SCALE: NONE

EROSION CONTROL NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE PROPER INSTALLATION OF THESE DEVICES AS SHOWN ON THIS SHEET, AND DESCRIBED IN THE SPECIFICATIONS. ADDITIONAL EROSION CONTROL AND/OR ADJUSTMENT OF LOCATIONS FOR EROSION CONTROL MAY BE REQUIRED.
2. SILT FENCES, DITCH CHEXX, INLET FILTERS AND INLET FILTER BARRIERS SHALL BE INSTALLED PER MANUFACTURER RECOMMENDATIONS AND ACCORDING TO THESE PLANS.
3. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EROSION CONTROL DEVICES ALREADY IN PLACE. CONTRACTOR SHALL REMOVE AND REPLACE EROSION CONTROL AS NEEDED FOR CONSTRUCTION OR ACCESS. ALL EROSION CONTROL MUST BE IN PLACE AT ALL TIMES DURING CONSTRUCTION.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO USE WHATEVER MEANS NECESSARY TO CONTROL AND LIMIT SILT AND SEDIMENT LEAVING THE SITE. SPECIFICALLY, THE CONTRACTOR SHALL PROTECT ALL TAXIWAYS, TAXILANES, PARKING AREAS, STREAMS, CREEKS, STORM DRAIN SYSTEMS AND INLETS FROM EROSION DEPOSITS.

GENERAL NOTES:

1. IF SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, FILTER DAMS SHOULD BE PLACED NEAR THE TOE OF SLOPES WHERE EROSION IS ANTICIPATED, UPSTREAM AND/OR DOWNSTREAM AT DRAINAGE STRUCTURES, AND IN ROADWAY DITCHES AND CHANNELS TO COLLECT SEDIMENT.
2. MATERIALS (AGGREGATE, WIRE MESH, SANDBAGS, ETC.) SHALL BE AS INDICATED BY THE SPECIFICATION FOR "ROCK FILTER DAMS FOR EROSION AND SEDIMENTATION CONTROL".
3. THE ROCK FILTER DAM DIMENSIONS SHALL BE AS INDICATED ON THE SW3P PLANS.
4. SIDE SLOPES SHOULD BE 2:1 OR FLATTER. DAMS WITHIN THE SAFETY ZONE SHALL HAVE SIDESLOPES OF 6:1 OR FLATTER.
5. MAINTAIN A MINIMUM OF 1' BETWEEN TOP OF ROCK FILTER DAM WEIR AND TOP OF EMBANKMENT FOR FILTER DAMS AT SEDIMENT TRAPS.
6. FILTER DAMS SHOULD BE EMBEDDED A MINIMUM OF 4" INTO EXISTING GROUND.
7. THE SEDIMENT TRAP FOR PONDING OF SEDIMENT LADEN RUNOFF SHALL BE OF THE DIMENSIONS SHOWN ON THE PLANS.
8. ROCK FILTER DAM TYPES 2 & 3 SHALL BE SECURED WITH 20 GAUGE GALVANIZED WOVEN WIRE MESH WITH 1" DIAMETER HEXAGONAL OPENINGS. THE AGGREGATE SHALL BE PLACED ON THE MESH TO THE HEIGHT & SLOPES SPECIFIED. THE MESH SHALL BE FOLDED AT THE UPSTREAM SIDE OVER THE AGGREGATE AND TIGHTLY SECURED TO ITSELF ON THE DOWNSTREAM SIDE USING WIRE TIES OR HOG RINGS. IN STREAM USE THE MESH SHOULD BE SECURED OR STAKED TO THE STREAM BED PRIOR TO AGGREGATE PLACEMENT.
9. SACK GABIONS SHOULD BE STAKED DOWN WITH 3/4 " DIA. REBAR STAKES.
10. FLOW OUTLET SHOULD BE ONTO A STABILIZED AREA (VEGETATION, ROCK, ETC.).
11. THE GUIDELINES SHOWN HERE ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

ROCK FILTER DAM USAGE GUIDELINES

ROCK FILTER DAMS SHOULD BE CONSTRUCTED DOWNSTREAM FROM DISTURBED AREAS TO INTERCEPT SEDIMENT FROM OVERLAND RUNOFF AND/OR CONCENTRATED FLOW. THE DAMS SHOULD BE SIZED TO FILTER A MAXIMUM 2 FLOW THROUGH RATE OF 60 GPM/FT OF CROSS SECTIONAL AREA. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE.

TYPE 1 (18" HIGH WITH NO WIRE MESH): TYPE 1 MAY BE USED AT THE TOE OF SLOPES, AROUND INLETS, IN SMALL DITCHES, AND AT DIKE OR SWALE OUTLETS. THIS TYPE OF DAM IS RECOMMENDED TO CONTROL EROSION FROM A DRAINAGE AREA OF 5 ACRES OR LESS. TYPE 1 MAY NOT BE USED IN CONCENTRATED HIGH VELOCITY FLOWS (APPROX. 8 FT/SEC OR MORE) IN WHICH AGGREGATE WASH OUT MAY OCCUR. SANDBAGS MAY BE USED AT THE EMBEDDED FOUNDATION (4" DEEP MIN.) FOR BETTER FILTERING EFFICIENCY OF LOW FLOWS IF CALLED FOR ON THE PLANS OR DIRECTED BY THE ENGINEER.

TYPE 2 (18" HIGH WITH WIRE MESH): TYPE 2 MAY BE USED IN DITCHES AND AT DIKE OR SWALE OUTLETS.

TYPE 3 (36" HIGH WITH WIRE MESH): TYPE 3 MAY BE USED IN STREAM FLOW AND SHOULD BE SECURED TO THE STREAM BED.

TYPE 4 (SACK GABIONS): TYPE 4 MAY BE USED IN DITCHES AND SMALLER CHANNELS TO FORM AN EROSION CONTROL DAM.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS — THOMAS D. DODSON — 83909 — LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX
RUNWAY 12-30 RECONSTRUCTION

SWPPP DETAILS

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
G-402

SHEET NUMBER **9**

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Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/8/2015 9:55 AM Plotter used: DWG To PDF.pc3

Site Description

PROJECT LIMITS: Jack Brooks Regional Airport, Beaumont, TX

PROJECT DESCRIPTION: Reconstruction of south end of Runway 12-30.

MAJOR SOIL DISTURBING ACTIVITIES: Reconstruction of south end of Runway 12-30. Shoulder grading along Runway 30.

TOTAL PROJECT AREA: 8.39 ACRES

TOTAL AREA TO BE DISTURBED: 9.48 ACRES

WEIGHTED RUNOFF COEFFICIENT (AFTER CONSTRUCTION): 0.52

EXISTING CONDIDTION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER: The existing cover is in fair condition. Existing vegetative cover is greater than 75%

NAME OF RECEIVING WATERS: Sabine-Lake Watershed

SOIL STABILIZATION PRACTICES:

- ____ TEMPORARY SEEDING
- X PERMANENT PLANTING, SODDING, OR SEEDING
- ____ MULCHING
- ____ SOIL RETENTION BLANKET
- ____ BUFFER ZONES
- ____ PRESERVATION OF NATURAL RESOURCES

OTHER: ____

STRUCTURAL PRACTICES:

- X SILT FENCES
- ____ HAY BALES
- ____ ROCK BERMS
- ____ DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- ____ DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- ____ DIVERSION DIKE AND SWALE COMBINATIONS
- ____ PIPE SLOPE DRAINS
- ____ PAVED FLUMES
- X ROCK BEDDING AT CONSTRUCTION EXIT
- ____ TIMBER MATTING AT CONSTRUCTION EXIT
- ____ CHANNEL LINERS
- ____ SEDIMENT TRAPS
- ____ SEDIMENT BASINS
- X STORM INLET SEDIMENT TRAP
- ____ STONE OUTLET STRUCTURES
- ____ CURBS AND GUTTERS
- ____ STORM SEWERS
- ____ VELOCITY CONTROL DEVICES

OTHER: EROSION CONTROL LOGS; CONCRETE WASHOUT

NARRATIVE – SEQUENCE OF CONTRUSTION (STORM WATER MANAGEMENT) ACTIVITIES: Erosion and sediment controls shall be installed at the beginning of the project. Once installed, these devices will be maintained during the duration of the project. Erosion and sediment controls will be removed at the project's completion.

STORM WATER MANAGEMENT: Existing storm sewers and drainage ditches will be used to remove water from the site. Storm water from the site will flow through filter fabric fences to filter sediment from storm water runoff before it leaves the site.

OTHER EROSION AND SEDIMENT CONTROLS

MAINTENANCE:

ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT WILL BE DONE AT THE EARLIEST DATE POSSIBLE, BUT NO LATER THAN 7 CALENDAR DAYS AFTER THE SURROUNDING EXPOSED GROUND HAS DRIED SUFFICIENTLY TO PREVENT DAMAGE FROM HEAVY EQUIPMENT. THE AREAS ADJACENT TO CREEEKS AND DRAINAGE WAYS SHALL HAVE PRIORITY FOLLOWED BY DEVICES USED FOR SILT REDUCTION IN THE DISTURBED AREAS.

INSPECTION:

AN INSPECTION WILL BE PERFORMED BY A RESIDENT PROJECT REPRESENTATIVE EVERY 7 DAYS AN INSPECTION REPORT WILL BE MADE PER EACH INSPECTION. BASED ON THE INSPECTION RESULTS, THE CONTROLS SHALL BE REVISED PER THE INSPECTION REPORT.

WASTE MATERIALS:

ALL WASTE MATERIALS WILL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL DUMPSTER. THE DUMPSTER WILL MEET ALL STATE AND LOCAL SOLID WASTE MANAGEMENT REGULATIONS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE WILL BE DEPOSITED IN THE DUMPSTER. THE DUMPSTER WILL BE EMPTIED AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION AT AN APPROVED LANDFILL. NO CONSTRUCTION WASTE MATERIAL WILL BE BURIED ON SITE.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING):

AT A MINIMUM, ANY PRODUCTS IN THE FOLLOWING CATEGORIES ARE CONSIDERED TO BE HAZARDOUS: PAINTS ACIDS FOR CLEANING MASONRY SURFACES, CLEANING SOLVENTS, ASPHALT PRODUCTS, CHEMICAL ADDITIVES FOR SOIL STABILIZATION, AND CONCRETE CURING COMPOUNDS AND ADDITIVES. IN THE EVENT OF A SPILL WHICH MAY BE HAZARDOUS, THE SPILL COORDINATOR SHOULD BE CONTACTED IMMEDIATELY.

SANITARY WASTE:

ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION.

OFFSITE VEHICLE TRACKING:

- X HAUL ROADS DAMPENED FOR DUST CONTROL
- X LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
- X EXCESS DIRT ON ROAD REMOVED DAILY
- X STABILIZED CONSTRUCTION ENTRANCE

OTHER:

REMARKS:

DISPOSAL AREAS, STOCKPILES, AND HAUL ROADS SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE AND CONTROL THE AMOUNT OF SEDIMENT THAT MAY ENTER RECEIVING WATERS. DISPOSAL AREAS SHALL NOT BE LOCATED IN ANY WETLANDS, WATERBODY OR STREAMBED. CONSTRUCTION STAGING AREAS AND VEHICLE MAINTENANCE AREAS SHALL BE CONSTRUCTED BY THE CONTRACTOR IN A MANNER TO MINIMIZE THE RUNOFF OF POLLUTANTS. ALL WATERWAYS SHALL BE CLEARED AS SOON AS PRACTICAL OF TEMPORARY EMBANKMENT, TEMPORARY BRIDGES, MATTING, FALSE WORK, PILING, DEBRIS OR OTHER OBSTRUCTIONS PACED DURING CONSTRUCTION OPERATION THAT ARE NOT A PART OF THE FINISHED WORK.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

SWPPP NOTES

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
G-403

SHEET NUMBER **10**

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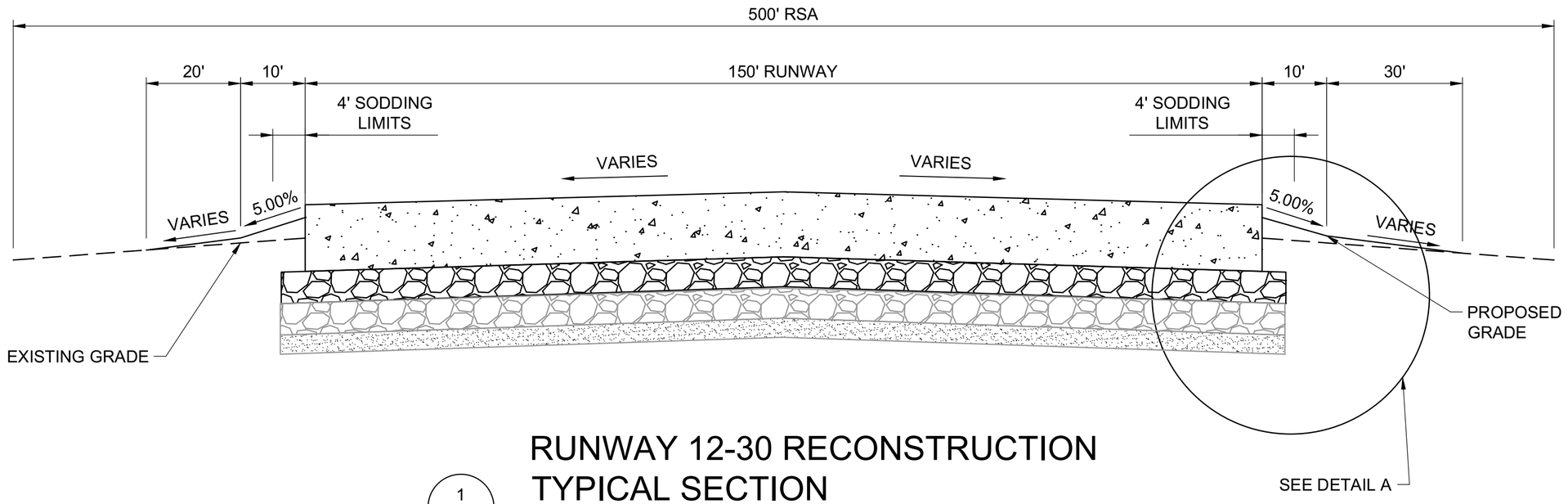
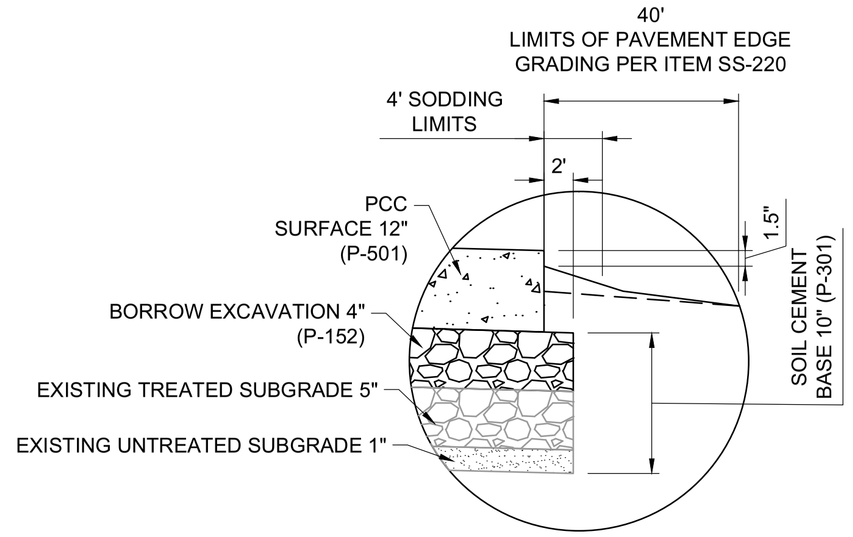


RUNWAY 12-30 RECONSTRUCTION TYPICAL SECTION

1 / C-001 SCALE: NONE

NOTES:

1. EXISTING TREATED SUBGRADE THAT IS DETERMINED BY THE ENGINEER TO BE UN-USABLE WILL BE COUNTED AS UNSUITABLE EXCAVATION AND BE REPLACED WITH THE MATERIAL MEETING THE REQUIREMENTS OF SOIL UNDER P-301. MATERIAL WILL BE PAID AS BORROW UNDER ITEM P-152.
2. BORROW MATERIAL SHOWN FOR SOIL CEMENT BASE TO BE SELECT FILL WITH A MAXIMUM P.I. OF 20.

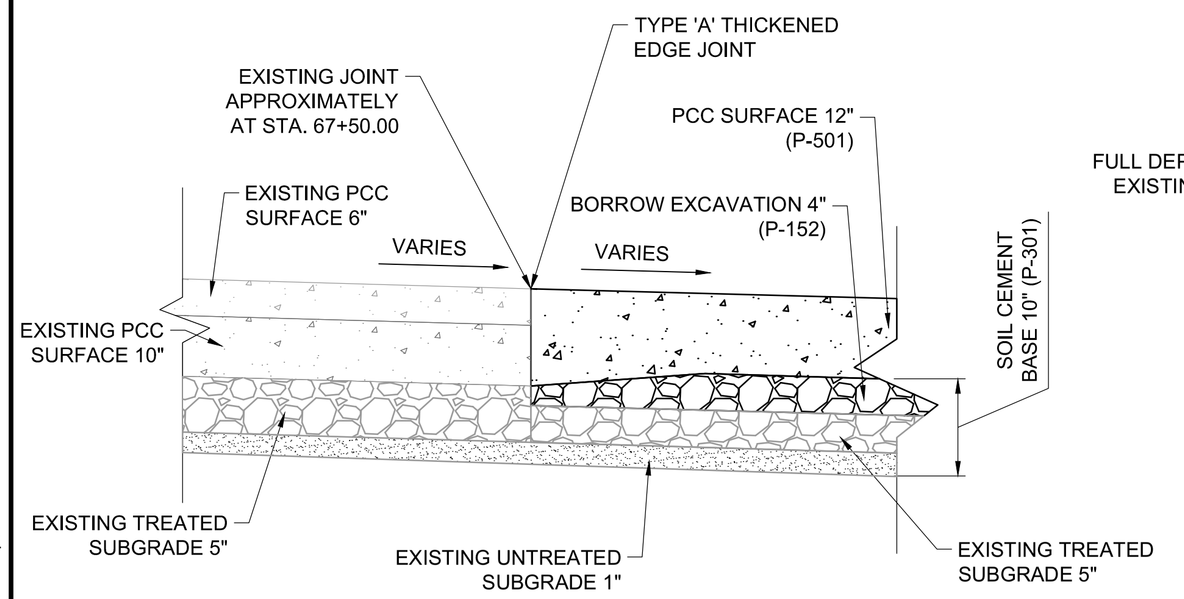


DETAIL 'A'

A / C-001 SCALE: NONE

NOTES:

1. EXISTING TREATED SUBGRADE THAT IS DETERMINED BY THE ENGINEER TO BE UN-USABLE WILL BE COUNTED AS UNSUITABLE EXCAVATION AND BE REPLACED WITH THE MATERIAL MEETING THE REQUIREMENTS OF SOIL UNDER P-301. MATERIAL WILL BE PAID AS BORROW UNDER ITEM P-152.
2. BORROW MATERIAL SHOWN FOR SOIL CEMENT BASE TO BE SELECT FILL WITH A MAXIMUM P.I. OF 20.
3. ALL DISTURBED AREAS AROUND PAVEMENT SHALL HAVE 4 FEET OF SOD FROM PAVEMENT EDGE.
4. ALL TOPSOILED AREAS SHALL BE TREATED WITH SEED AND FERTILIZED IN ACCORDANCE WITH FAA T-905.

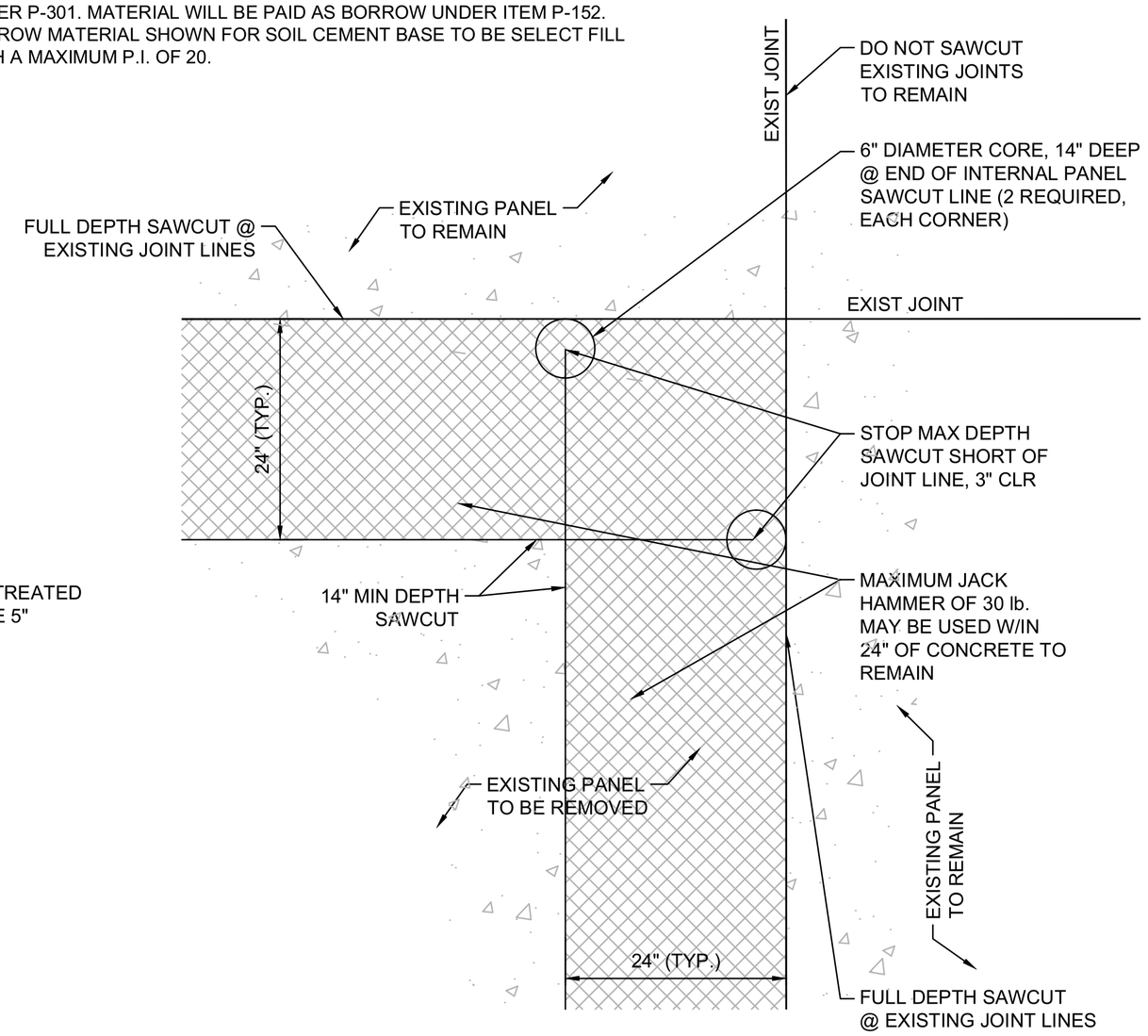


RUNWAY 12-30 EXISTING AND PROPOSED PAVEMENT TRANSITION

2 / C-001 SCALE: NONE

NOTE:

1. NEW PAVEMENT MUST MATCH EXISTING PAVEMENT AT THE JOINT LINE.
2. GRADE FROM THE PROPOSED PAVEMENT MUST MATCH THE EXISTING GRADE PRIOR TO THE MATCHING JOINT.

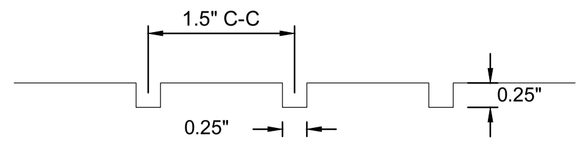


DOUBLE SAWCUT, FULL DEPTH REMOVAL PANEL REPAIR

3 / C-001 SCALE: NONE

NOTES:

1. DOUBLE SAWCUT REMOVAL IS TO PROTECT PAVEMENT TO REMAIN AND MINIMIZE SPALLS IN EXISTING PAVEMENT.
2. FIRST SAWCUT IS TO PROVIDE INTERIM REMOVAL LIMIT. EXISTING PAVEMENT IS TO BE DEMOLISHED AND REMOVED BEFORE SECOND SAWCUT AT EXISTING JOINT IS MADE.
3. ANY SPALLS THAT RESULT FROM DEMOLITION ARE TO BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.



RUNWAY GROOVING DETAIL

4 / C-001 SCALE: NONE

NOTES:

1. SEE SPECIFICATION FOR ITEM P-621 SAW-CUT GROOVES FOR ADDITIONAL DIMENSION INFORMATION.

GARVER

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JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

TYPICAL SECTIONS AND PAVEMENT DETAILS

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER **C-001**

SHEET NUMBER **11**

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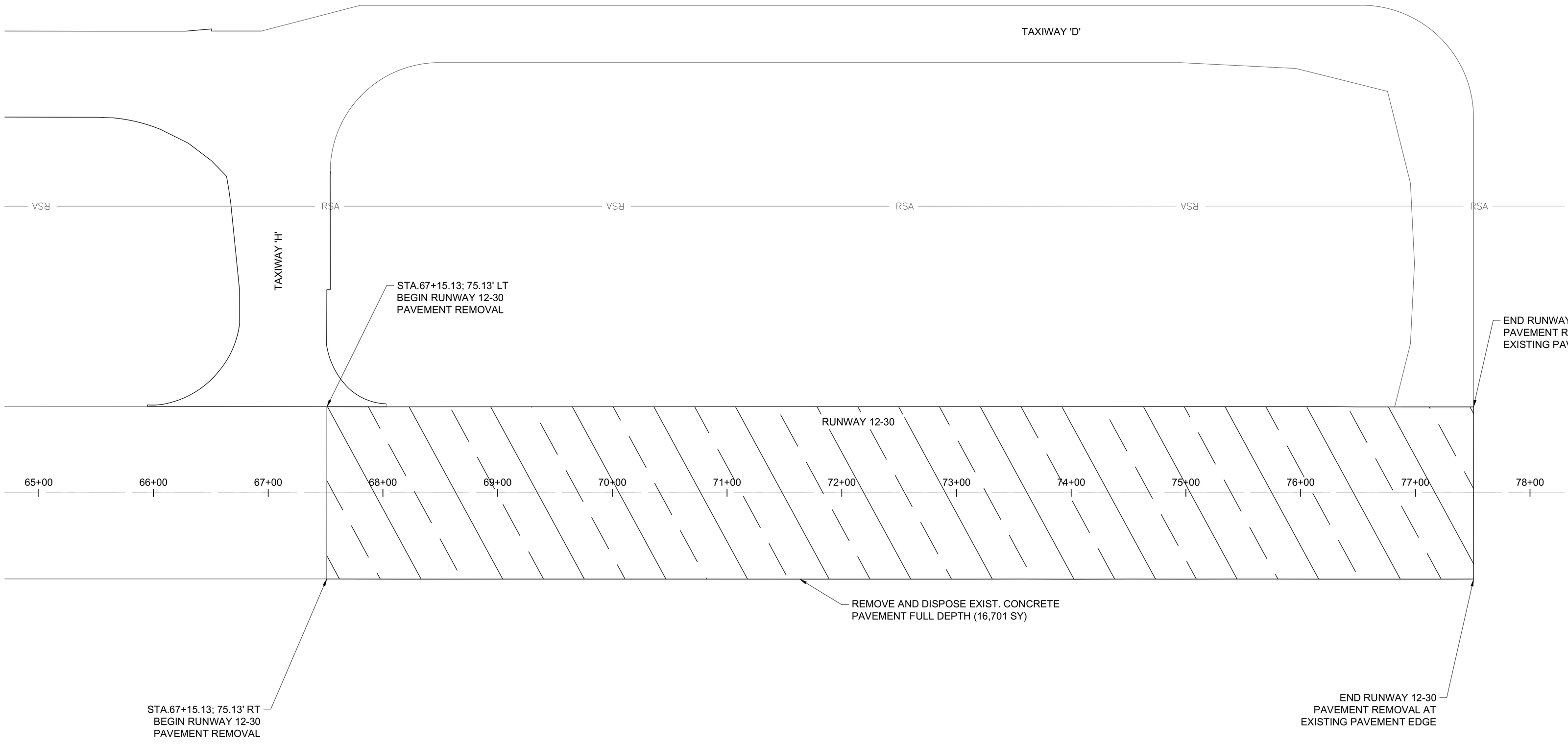

LEGEND

RUNWAY 12-30 PAVEMENT REMOVAL - NOMINAL 16" THICKNESS

0 25' 50' 100' 150'

(IN FEET)

GARVER

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83909
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REV.	DATE	DESCRIPTION	BY

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JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

DEMOLITION PLAN

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-002

SHEET NUMBER **12**

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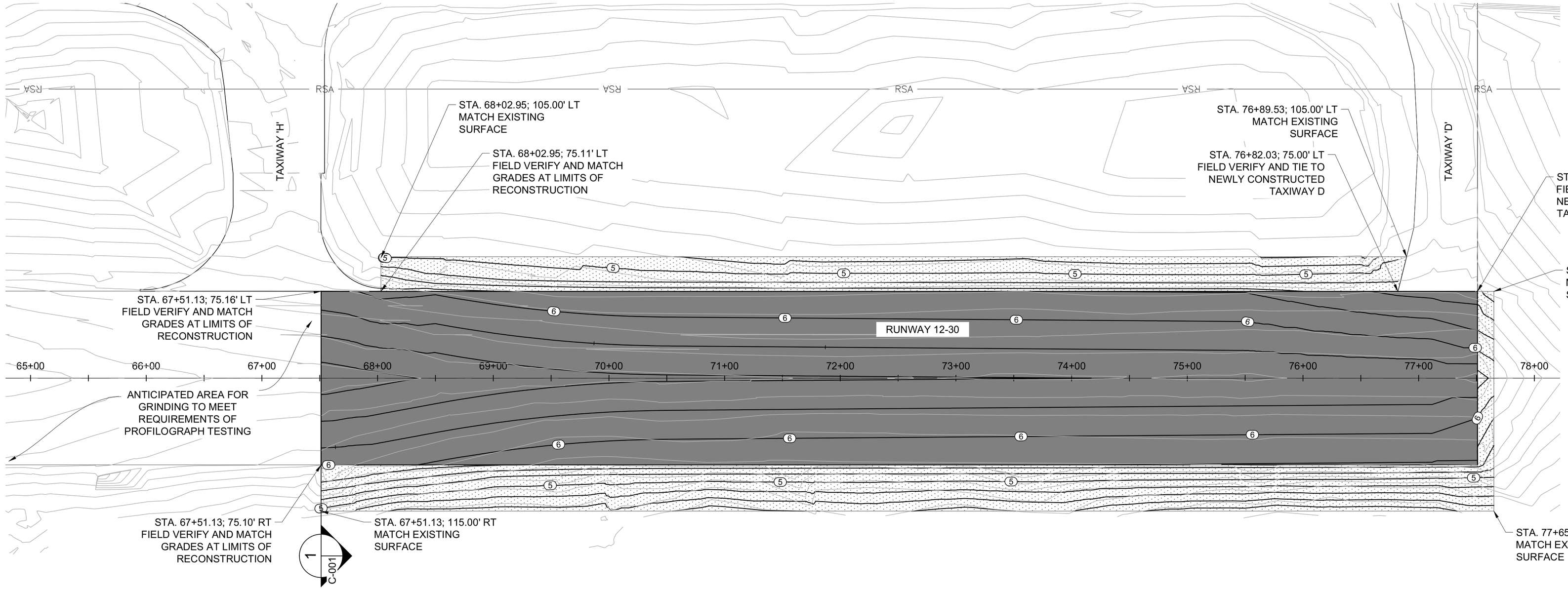
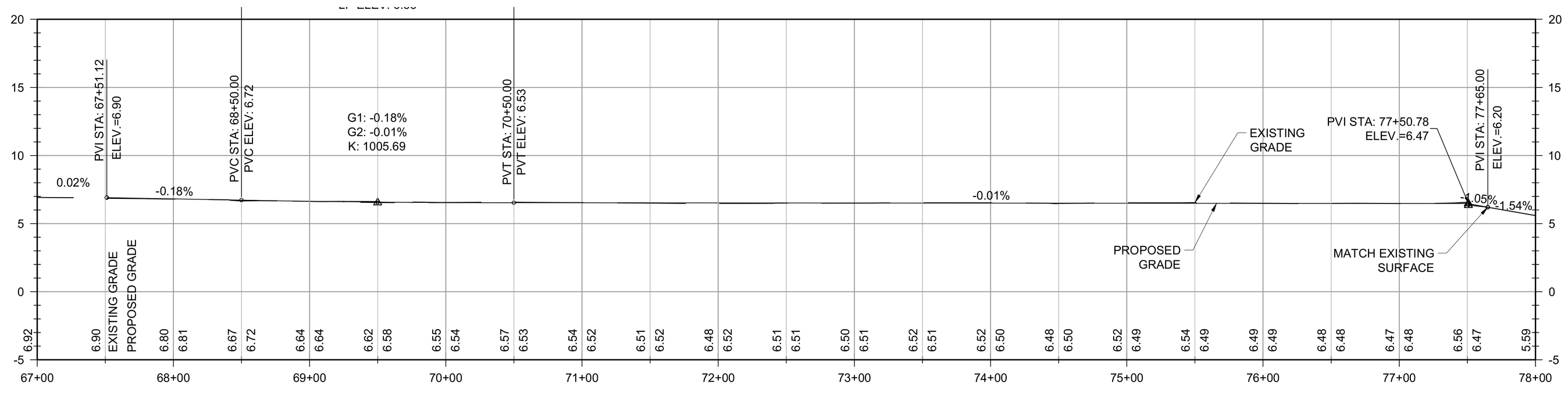
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/8/2015 9:56 AM Plotter used: DWG To PDF.pc3





LEGEND

- PAVEMENT RECONSTRUCTION
- GRADING LIMITS
- EXISTING PIPES

0 25' 50' 100' 150'
(IN FEET)

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED
PROFESSIONAL ENGINEER
DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

RUNWAY 12-30
PAVING PLAN &
PROFILE

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-101

SHEET NUMBER **13**

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Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/8/2015 9:56 AM Plotter used: DWG To PDF.pc3

TAXIWAY 'H'

RUNWAY 12-30

MATCH EXISTING JOINT LOCATIONS (NOMINAL 12.50')

MATCHLINE STA. 72+00.00

67+00 68+00 69+00 70+00 71+00 72+00

36 AT 12.50' = 450.00'

PAVEMENT JOINT LEGEND

- TYPE "A-1" - REINFORCED ISOLATION JOINT
- TYPE "A-1" - THICKENED EDGE JOINT
- TYPE "E-1" - DOWELED JOINT
- TYPE "C" - DOWELED JOINT
- TYPE "B" - HINGED JOINT

N

0 10' 20' 40' 60'

(IN FEET)

GARVER

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STATE OF TEXAS
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LICENSED PROFESSIONAL ENGINEER

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07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

RUNWAY 12-30 JOINT PLAN I

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-201

SHEET NUMBER **14**

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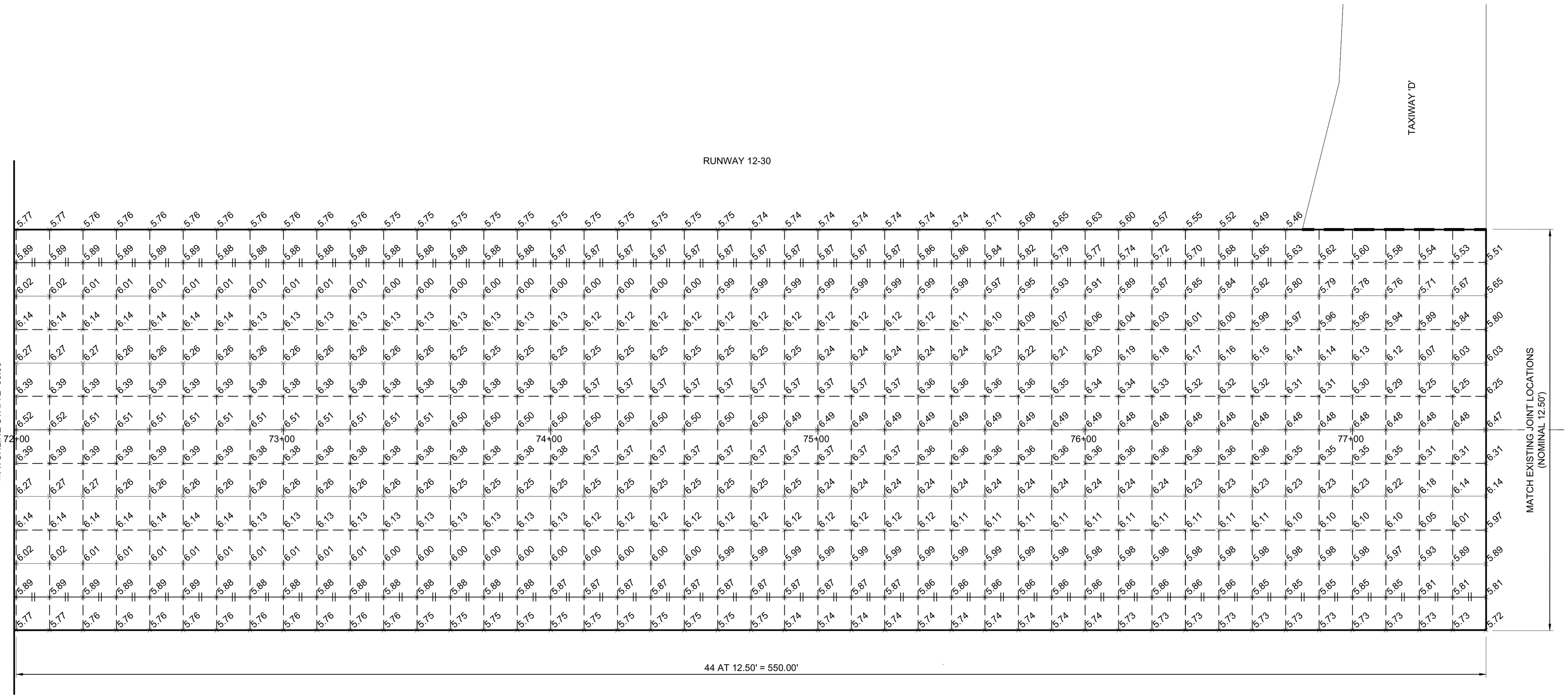
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:26 PM Plotter used: DWG To PDF.pc3



PAVEMENT JOINT LEGEND

- TYPE "A-1" - REINFORCED ISOLATION JOINT
- TYPE "A-1" - THICKENED EDGE JOINT
- TYPE "E-1" - DOWELED JOINT
- TYPE "C" - DOWELED JOINT
- TYPE "B" - HINGED JOINT

0 10' 20' 40' 60'
(IN FEET)

GARVER

REGISTRATION NO. F-5713

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REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

RUNWAY 12-30 JOINT PLAN II

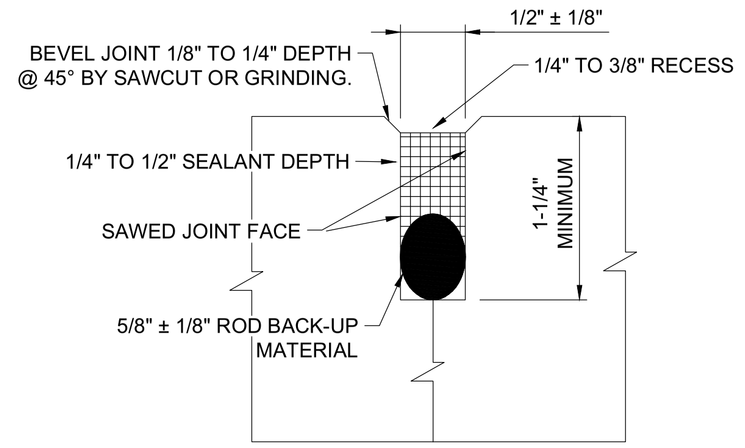
JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

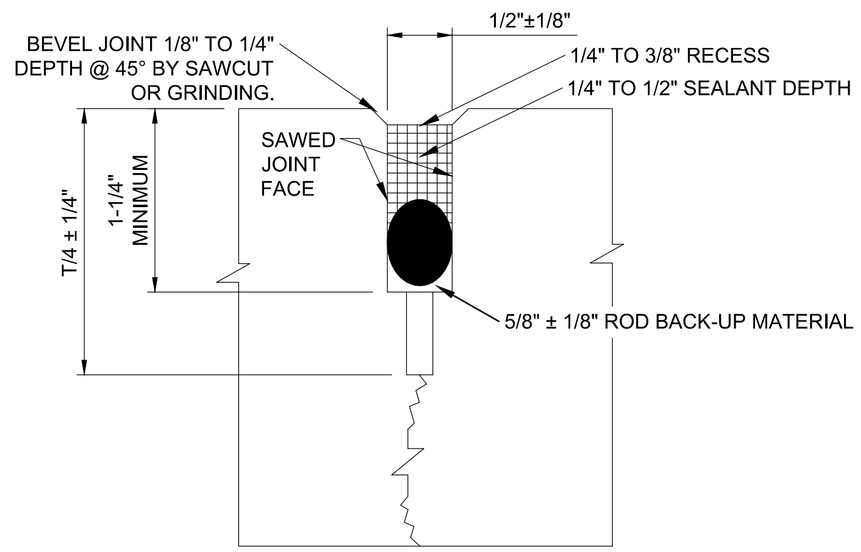
DRAWING NUMBER
C-202

SHEET NUMBER 15

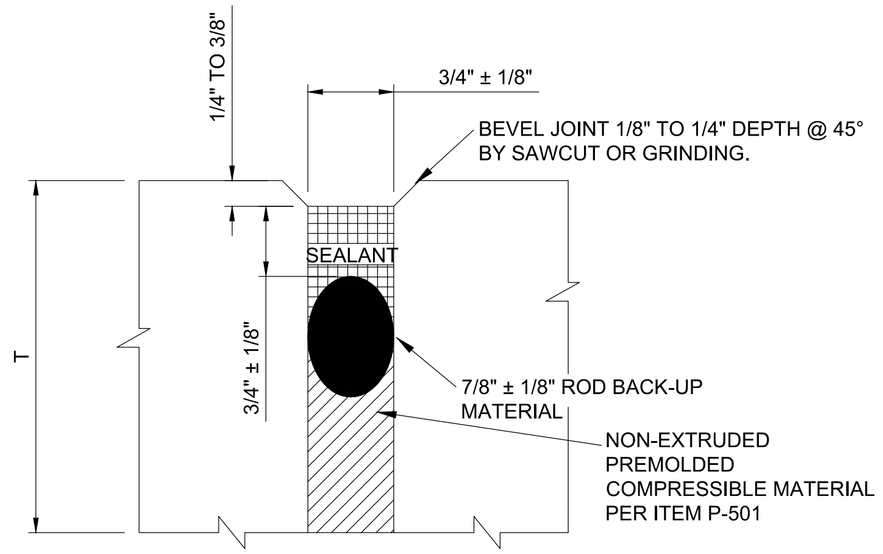
File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TW\Drawings\BPT_R12_C202_JP.dwg Last Save: 6/16/2015 1:09 PM Last saved by: JSuarez
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:14 PM Plotter used: DWG To PDF pc3



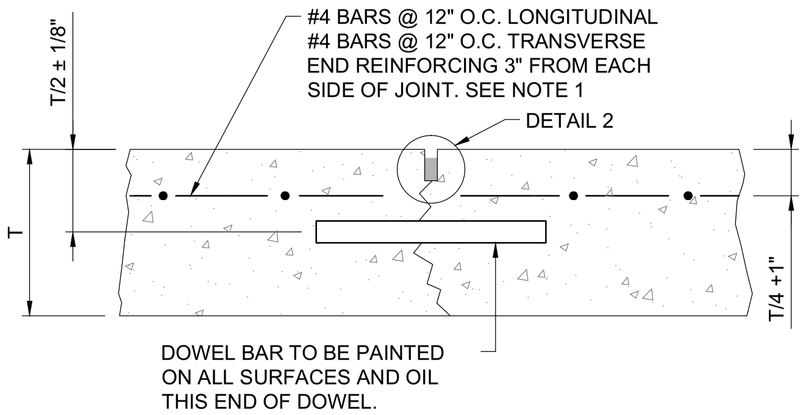
1 C-203 **DETAIL 1-CONSTRUCTION JOINTS**
SCALE: NONE



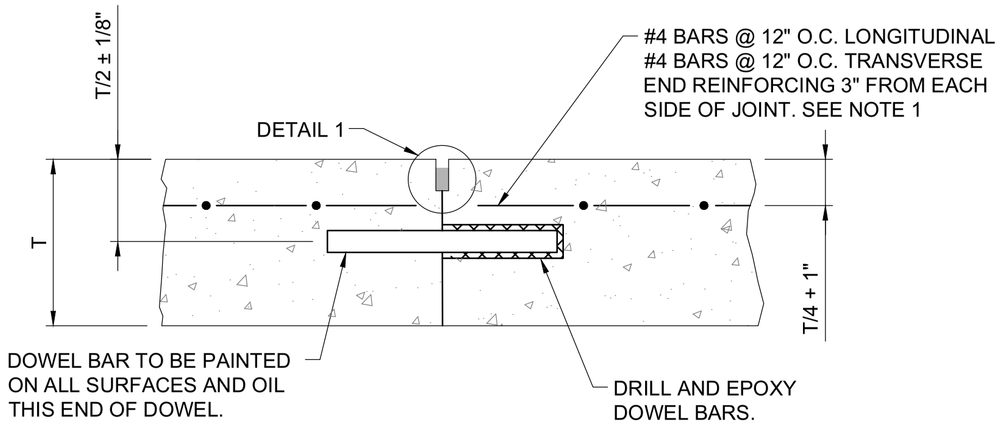
2 C-203 **DETAIL 2-CONTRACTION JOINTS**
SCALE: NONE



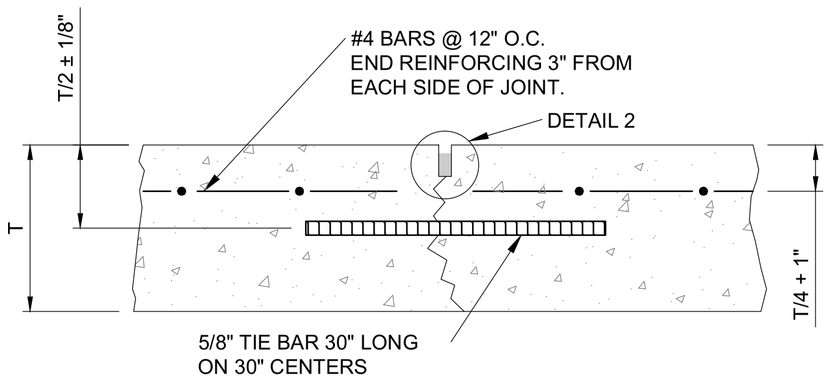
3 C-203 **DETAIL 3-ISOLATION JOINTS**
SCALE: NONE



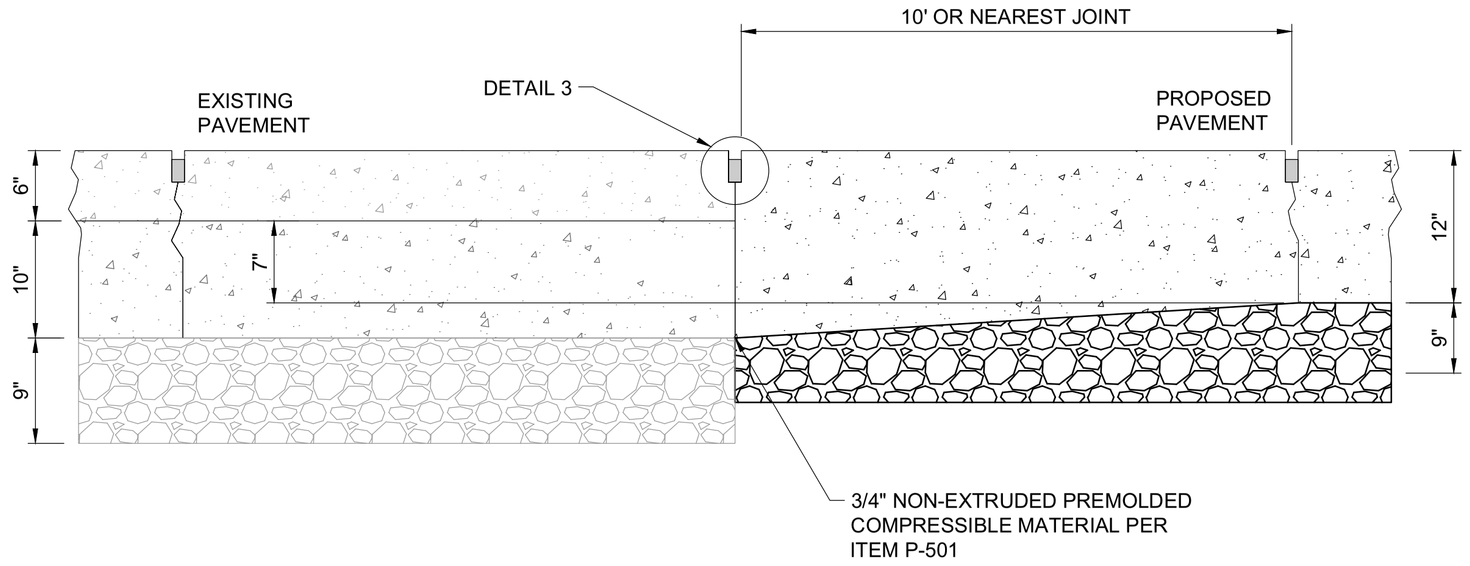
4 C-203 **TYPE C-DOWELED CONTRACTION JOINT**
SCALE: NONE



5 C-203 **TYPE E-1 DOWELED CONSTRUCTION JOINT**
SCALE: NONE



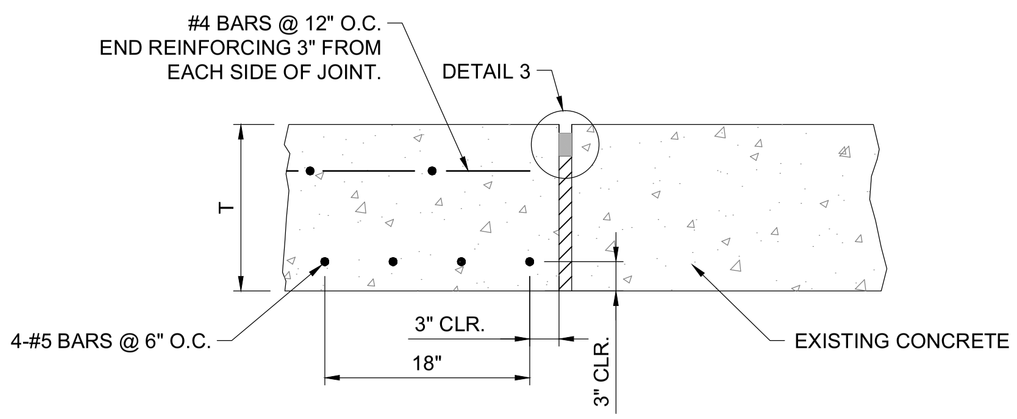
8 C-203 **TYPE B HINGED JOINT**
SCALE: NONE



6 C-001 **TYPE A - THICKENED EDGE JOINT**
SCALE: NONE

NOTES:

1. REINFORCING STEEL NOT SHOWN IN THIS DETAIL FOR CLARITY.



7 C-203 **TYPE A-1-REINFORCED ISOLATION JOINT**
SCALE: NONE

SLAB THICKNESS	DOWEL DIAMETER	DOWEL LENGTH	DOWEL SPACING
8" TO 12"	1"	19"	12"

REBAR SIZE	REBAR LENGTH	REBAR SPACING
#5	30"	30"

NOTE:

1. RPR SHALL APPROVE BACKER ROD MATERIAL INSTALLATION PRIOR TO PLACING SEALANT.

9 C-203 **TIE-BAR REINFORCEMENT SCHEDULE**
SCALE: NONE

GARVER

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STATE OF TEXAS
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83909
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

JOINT DETAILS

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER **C-203**

SHEET NUMBER **16**

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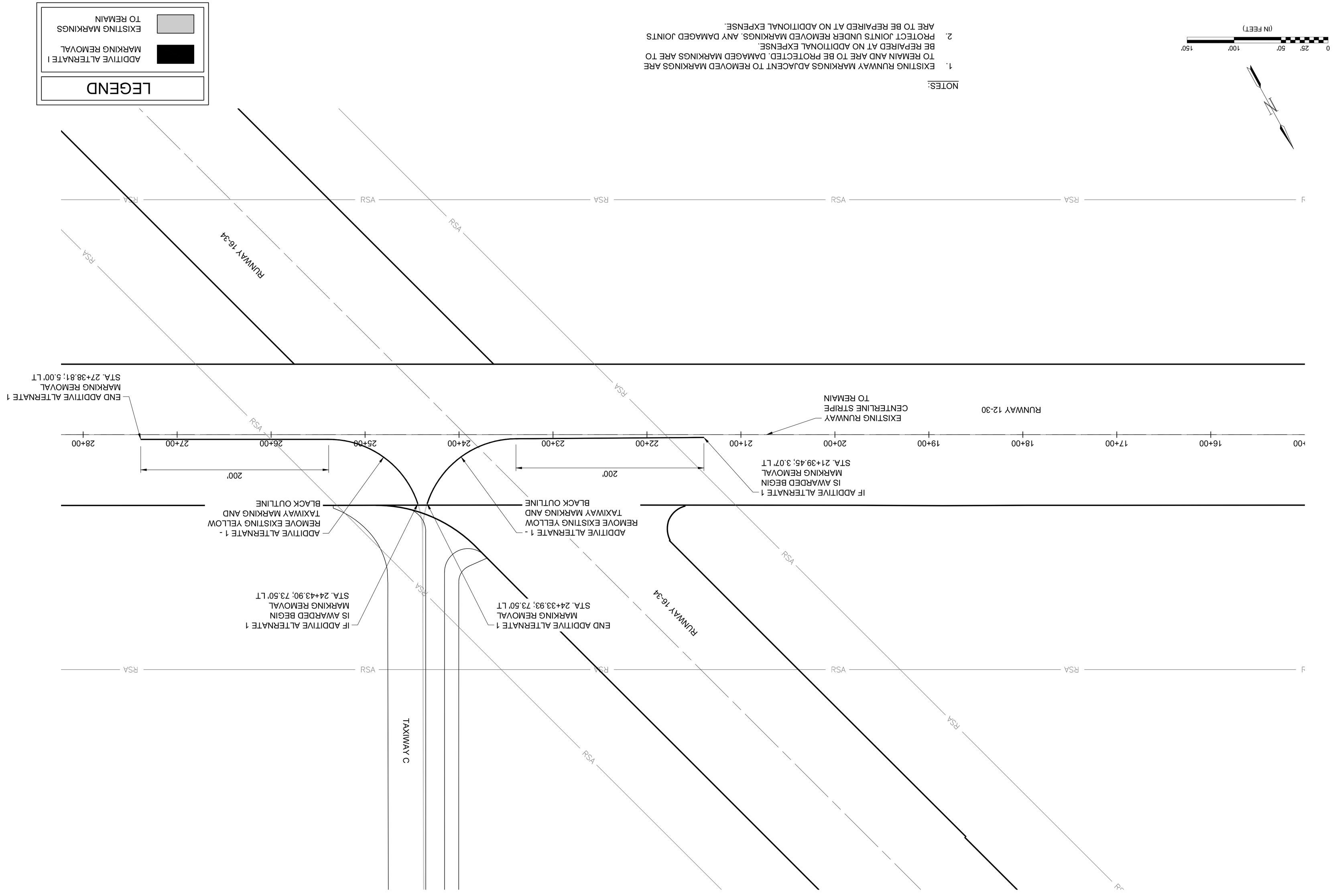
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:14 PM Plotter used: DWG To PDF.pc3



GARVER

REGISTRATION NO.
F-5713

DIGITALLY SIGNED
07/08/2015

STATE OF TEXAS
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PROFESSIONAL ENGINEER

BY	DESCRIPTION	DATE	REV.

MARKING REMOVAL PLAN - ADDITIVE ALTERNATE 1

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

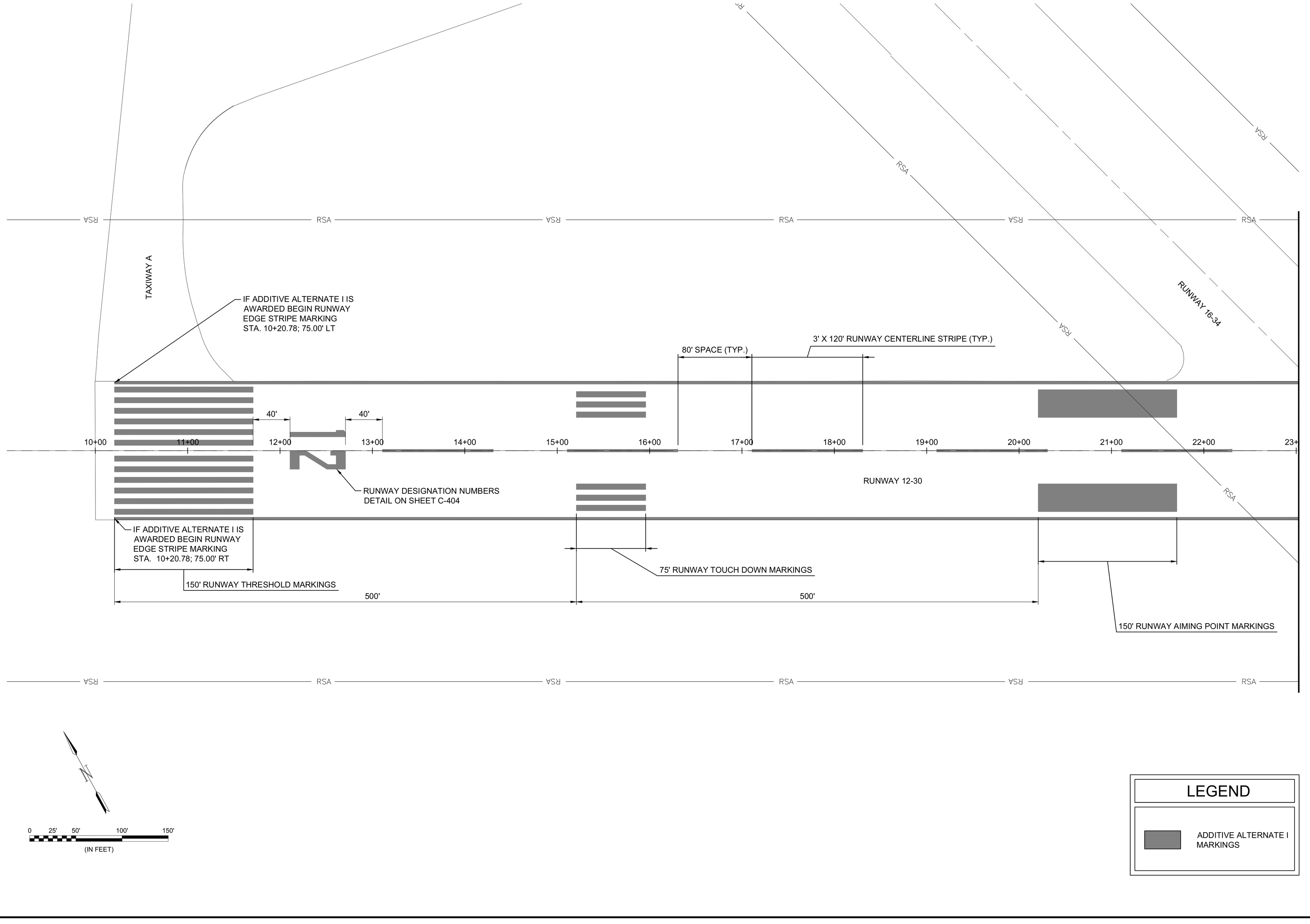
DRAWING NUMBER
C-301

SHEET NUMBER
17

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWY\Drawings\BPT_R12_C301_MKR.dwg Last Save: 4/14/2015 2:27 PM Last saved by: Jsuarez
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:14 PM Plotter used: DWG To PDF.pc3



LEGEND

ADDITIVE ALTERNATE I MARKINGS

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED PROFESSIONAL ENGINEER

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07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

MARKING LAYOUT PLAN I - ADDITIVE ALTERNATE 1

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-401

SHEET NUMBER **18**

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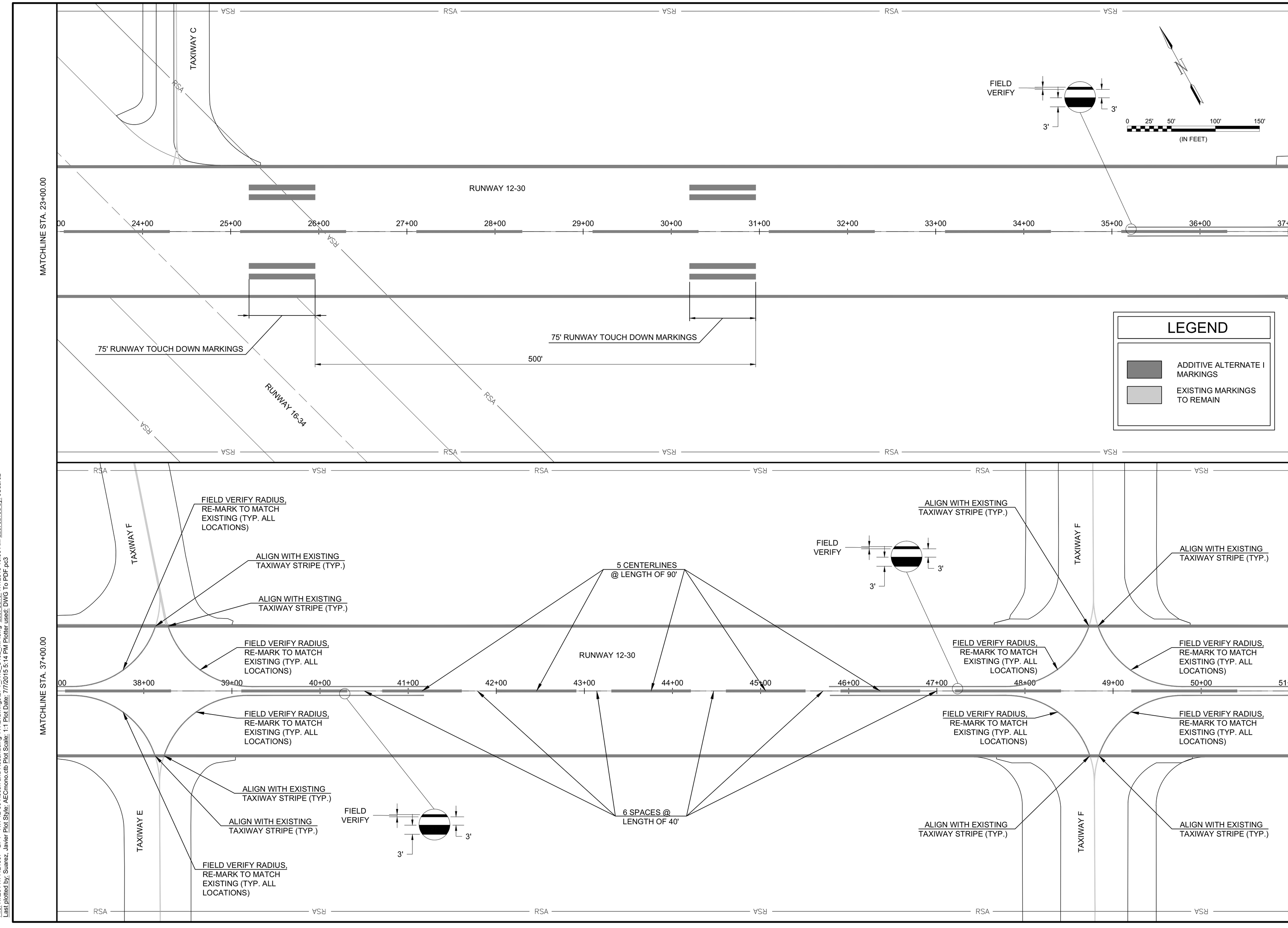
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:14 PM Plotter used: DWG To PDF.pc3



GARVER

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DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

MARKING LAYOUT PLAN II - ADDITIVE ALTERNATE 1

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-402

SHEET NUMBER **19**

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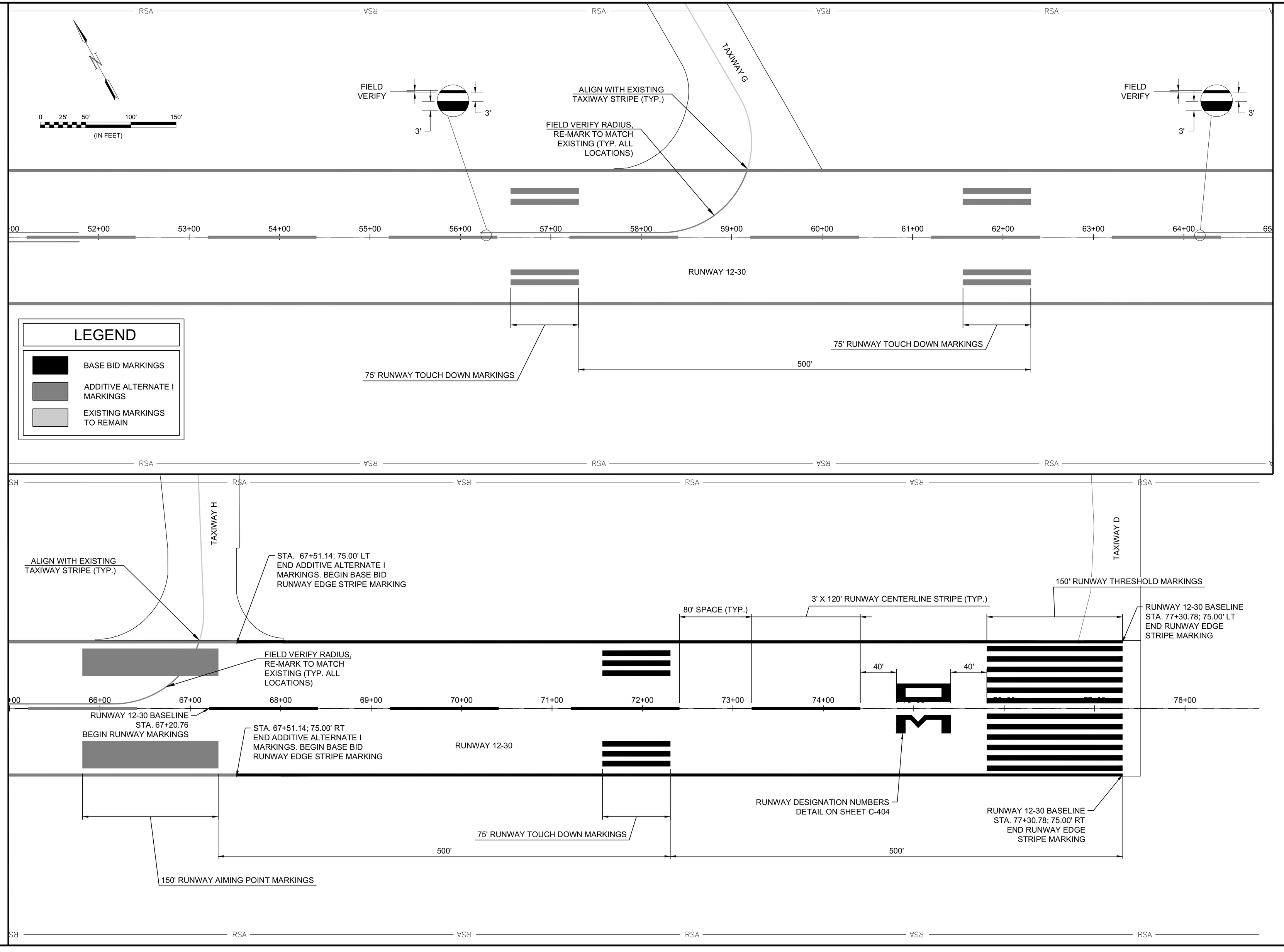
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:14 PM Plotter used: DWG To PDF.pc3



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JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

MARKING LAYOUT PLAN III - BASE BID AND ADDITIVE ALTERNATE 1

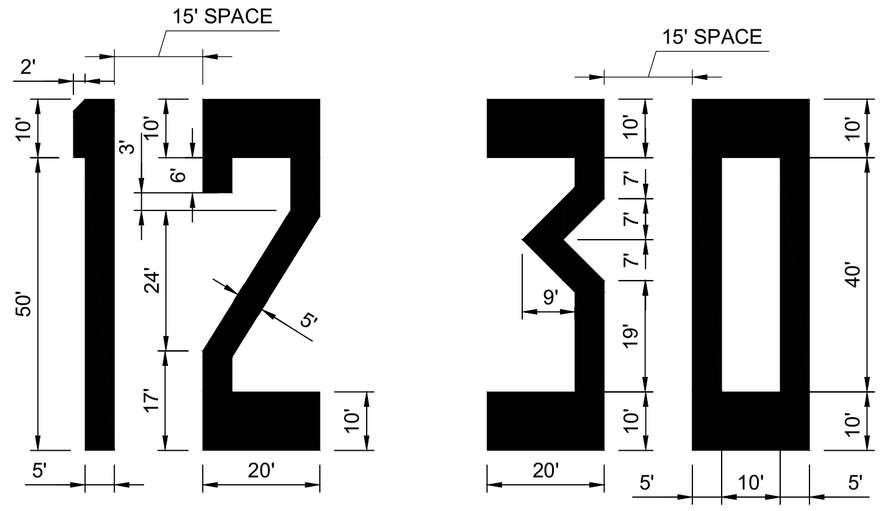
JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-403

SHEET NUMBER **20**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWI\Drawings\BPT_R12_C403_MP.dwg Last Save: 4/15/2015 8:52 AM Last saved by: Jsuarez
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:14 PM Plotter used: DWG To PDF.pc3



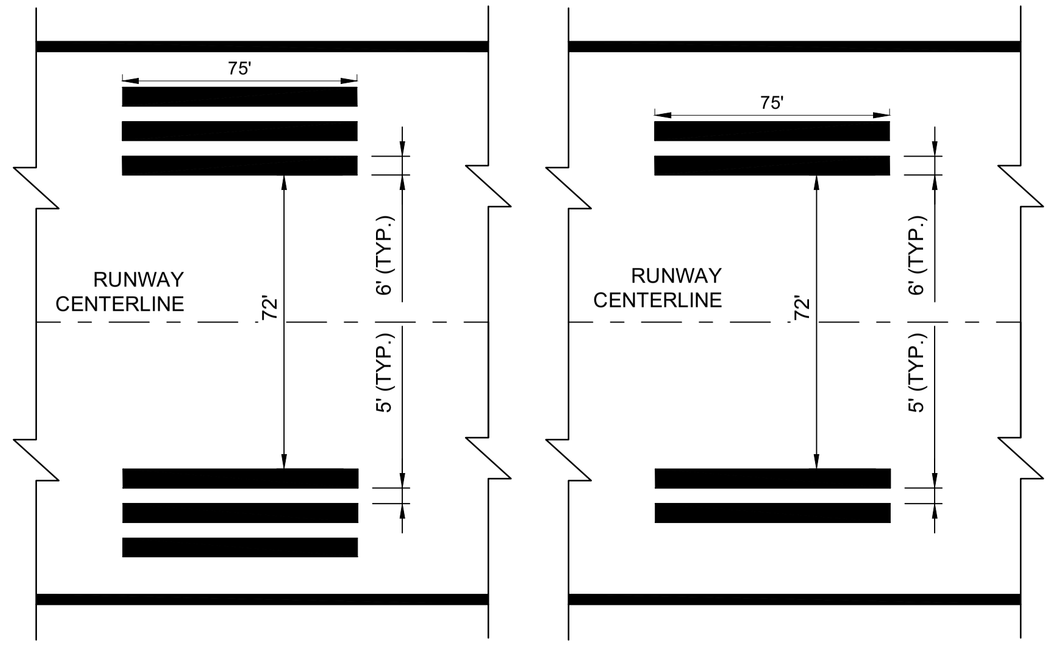
1 C-404 RUNWAY DESIGNATION NUMERALS AND LETTERS

SCALE: NONE

'1' MARKING AREA =	318 SF
6" OUTLINE AREA =	68 SF
'2' MARKING AREA =	646 SF
6" OUTLINE AREA =	107 SF
'3' MARKING AREA =	632 SF
6" OUTLINE AREA =	103 SF
'0' MARKING AREA =	800 SF
6" OUTLINE AREA =	130 SF

NOTE:

1. ALL MARKINGS ARE WHITE WITH 6" BLACK NON-REFLECTIVE OUTLINE.



2 C-404 RUNWAY TOUCHDOWN ZONE MARKINGS

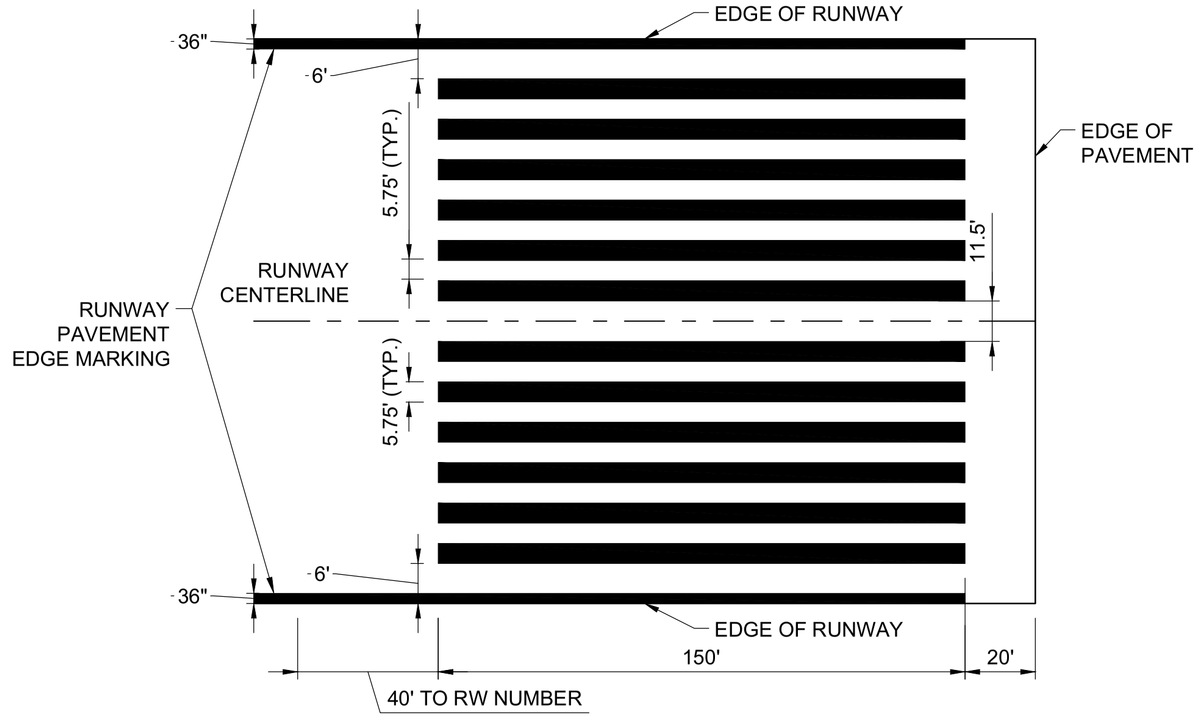
SCALE: NONE

NOTE:

1. ALL MARKINGS ARE WHITE WITH 6" BLACK NON-REFLECTIVE OUTLINE.

NOTES:

1. BASE BID INCLUDES INSTALLATION OF MARKINGS ON NEW PAVEMENT.
2. ADDITIVE ALTERNATE 1 INCLUDES RE-PAINTING OF EXISTING MARKINGS ON THE REMAINDER OF THE RUNWAY.
3. IN NEW PAVEMENT, CONCRETE CURING MATERIAL MUST BE REMOVED PRIOR TO MARKING INSTALLATION. REMOVAL OF CURING COMPOUND IS PER ITEM P620.
4. FOR MARKINGS THAT ARE RE-PAINTED, PREPARE SURFACE FOR NEW PAINT PER ITEM P-620. PROTECT EXISTING JOINT MATERIAL.

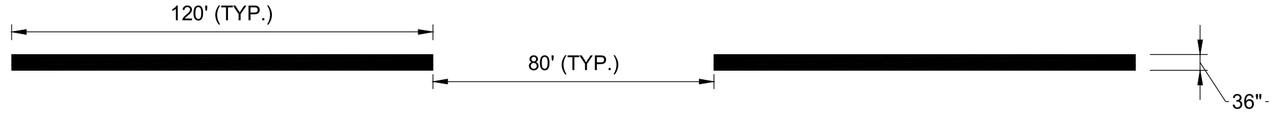


3 C-404 RUNWAY THRESHOLD MARKINGS

SCALE: NONE

NOTE:

1. ALL MARKINGS ARE WHITE WITH 6" BLACK NON-REFLECTIVE OUTLINE.

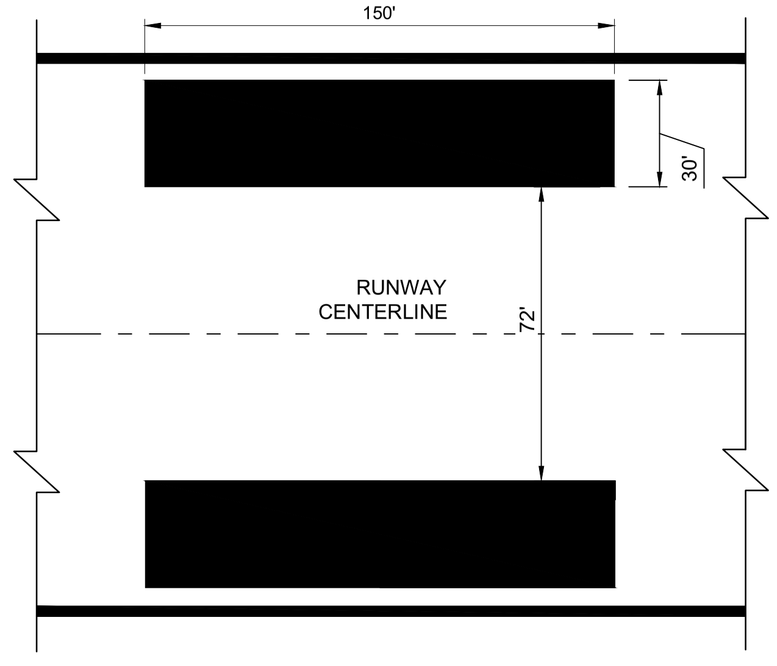


4 C-404 RUNWAY CENTERLINE MARKINGS

SCALE: NONE

NOTE:

1. ALL MARKINGS ARE WHITE WITH 6" BLACK NON-REFLECTIVE OUTLINE.



5 C-404 RUNWAY AIMING POINT MARKINGS

SCALE: NONE

NOTE:

1. ALL MARKINGS ARE WHITE WITH 6" BLACK NON-REFLECTIVE OUTLINE.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
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83909
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

MARKING DETAILS

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

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0 1"
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DRAWING NUMBER **C-404**

SHEET NUMBER **21**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TW\Drawings\BPT_R12_C404_MD.dwg Last Save: 4/15/2015 8:52 AM Last saved by: Jsuarez
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:15 PM Plotter used: DWG To PDF.pc3

LEGEND AND ABBREVIATIONS

EXISTING	NEW	ITEM DESCRIPTION
⊙	⊙	L-861T TAXIWAY EDGE LIGHT
W W	W W	L-862 RUNWAY EDGE LIGHT, COLOR AS INDICATED
G R	G R	L-862E RUNWAY THRESHOLD LIGHT, COLOR AS INDICATED
W W	W W	L-850C RUNWAY EDGE LIGHT, COLOR AS INDICATED
		BASE MOUNTED LIGHT
Ⓓ	Ⓓ	L-867D LIGHT BASE JUNCTION BOX
		L-858 GUIDANCE SIGN
		L-806 WINDCONE
		L-807 WINDCONE WITH SEGMENTED CIRCLE
		VISUAL APPROACH SLOPE INDICATOR (VASI)
		RUNWAY END IDENTIFICATION LIGHT (REIL)
4W-4"	4W-4"	ELECTRICAL DUCT, NUMBER AND SIZE OF CONDUITS INDICATED
■	■	DUCT MARKER
H	H	HANDHOLE
M	M	MANHOLE
		3/4" x 10' COPPER CLAD GROUND ROD
	SA	SURGE ARRESTOR
	T	DRAINABLE AGGREGATE AREA
		SERIES LIGHTING CIRCUIT WITH COUNTERPOISE, NUMBER OF HASH MARKS INDICATES NUMBER OF CABLES
×		EQUIPMENT TO BE COMPLETELY DEMOLISHED AND REMOVED, AREA TO BE RESTORED
	AOA	AIRCRAFT OPERATIONS AREA
	DEB	DIRECT EARTH BURIED
	MALSR	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
	OFA	OBJECT FREE AREA
	OFZ	OBSTACLE FREE ZONE
	RSA	RUNWAY SAFETY AREA
	UON	UNLESS OTHERWISE NOTED

GENERAL CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL STAKE THE AIRFIELD LIGHTING SYSTEM, PRIOR TO INSTALLATION OF ANY TRENCH, CABLE OR LIGHTING APPARATUS. THE INTENT IS TO STAKE THE INSTALLATION AT THE LOCATIONS INDICATED, NOTING ANY DEVIATION FROM PLAN DIMENSIONS TO THE ENGINEER PRIOR TO INSTALLATION. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF AN EXPERIENCED AND LICENSED SURVEYOR AND SHALL MAKE ANY SPACING ADJUSTMENTS PRIOR TO INSTALLATION AT NO ADDITIONAL COST TO THE OWNER.
2. VERIFY EXACT PAVEMENT EDGE DIMENSIONS AND LAYOUT LIGHTING IN ACCORDANCE WITH FAA AC REQUIREMENTS. SUBMIT TO ENGINEER FOR APPROVAL PRIOR TO WORK. THIS WORK SHALL COINCIDE WITH THE INITIAL SURVEY WORK.
3. THE EXISTING AND THE PROPOSED LOCATIONS OF LIGHTING CABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND IDENTIFYING THE EXISTING LIGHTING CIRCUITS TO DETERMINE THEIR EXACT ROUTING. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEMS IN A WORKING CONDITION UNTIL THE NEW LIGHTING CIRCUITS HAVE BEEN INSTALLED AND TESTED. THE CONTRACTOR SHALL PROACTIVELY AND EXPEDITIOUSLY ACCOMPLISH THIS CABLE IDENTIFICATION WORK PRIOR TO PERFORMING ANY MODIFICATIONS TO THE LIGHTING CIRCUITS. COORDINATE IDENTIFICATION WORK WITH THE OWNER AND ENGINEER AND MAKE ALL CORRECTIONS, ADDITIONS, ETC. ON THE AS-BUILT DRAWINGS.
4. ALL ELECTRICAL CABLES SHALL BE CLEARLY IDENTIFIED, LABELED, AND TAGGED AT ALL POINTS WHERE THEY ARE AVAILABLE FOR CONNECTIONS OR INSPECTION, INCLUDING, BUT NOT LIMITED TO MANHOLES, HANDHOLES, PULL BOXES, JUNCTION BOXES, AND LIGHT BASES.
5. THE CONTRACTOR SHALL PERFORM MEGGER TESTS ON EACH EXISTING REGULATOR CIRCUIT PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM AND EACH NEW AND EXISTING REGULATOR AFTER THE ACCEPTANCE TEST PERIOD. MEGGER TESTING REQUIREMENTS SHALL BE SUBSIDIARY TO AND PAID FOR BY L-108 PAY ITEMS.
6. THE CONTRACTOR SHALL SUBMIT HIS INITIAL MEGGER TEST REPORTS TO THE OWNER AND ENGINEER PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM. THIS REPORT SHALL BE APPROVED AND SIGNED BY THE OWNER PRIOR TO THE CONTRACTOR PROCEEDING WITH HIS WORK.
7. THE CONTRACTOR SHALL CHECK THE LOAD ON EACH EXISTING REGULATOR PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM AND ON EACH NEW AND EXISTING REGULATOR AFTER THE ACCEPTANCE TEST PERIOD.
8. THE CONTRACTOR SHALL CALIBRATE EACH NEW AND EXISTING REGULATOR FOLLOWING THE PERFORMED WORK.
9. LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES SHALL BE PAID FOR BY SS-300 PAY ITEMS UNLESS OTHERWISE NOTED.
10. CONDUITS AND DUCTS UNDER PAVED AREAS SHALL BE CONCRETE ENCASED.
11. CONDUITS AND DUCTS UNDER NON-PAVED AREAS SHALL BE NON-ENCASED, UNLESS OTHERWISE NOTED.
12. DURING CONSTRUCTION, PROTECT ALL EQUIPMENT, DUCTS, CONDUITS, CABLES, ETC. THAT ARE TO REMAIN IN PLACE.

CAUTION NOTES

1. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS, HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
2. TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE TEXAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-245-4545. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

ELECTRICAL SAFETY NOTES

1. SERIES CIRCUITS CAN BE DANGEROUS AND/OR FATAL.
2. LOCKOUT/TAGOUT PROCEDURES SHALL BE FOLLOWED.
3. LIGHTING REGULATORS SHALL BE TURNED OFF, LOCKED, AND TAGGED OUT OF SERVICE BEFORE ANY WORK IS DONE ON THE SERIES CIRCUIT.
4. THE ELECTRICAL RESISTANCE AND INSULATION INTEGRITY OF EACH MODIFIED CIRCUIT SHALL BE TESTED BEFORE THE CIRCUIT IS ENERGIZED.
5. THE CONTRACTOR SHALL BE EXTREMELY CAREFUL WHILE EXCAVATING IN THE AREA OF LIGHTING CIRCUITS. ANY CABLE OR CONDUIT/DUCT WHICH IS NICKED OR DAMAGED DURING EXCAVATION SHALL BE PROPERLY SPLICED OR THE LENGTH OF CABLE AND CONDUIT/DUCT REPLACED. A SPLICE OR CONDUIT/DUCT MARKER SHALL BE INSTALLED AT ALL SPLICE OR OTHER REPAIR LOCATIONS MORE THAN 2' AWAY FROM A LIGHT OR SIGN. THE MARKER SHALL BE SUPPLIED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

OVERALL REMOVAL KEYED NOTES:

101 REMOVE EXISTING BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)
102 REMOVE EXISTING BASE MOUNTED RUNWAY THRESHOLD/END LIGHT. (TYPICAL OF 4)
103 REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.
104 DEMOLISH EXISTING ABANDONED GUIDANCE SIGN BASE.
105 REMOVE EXISTING CIRCUIT(S) AND ABANDON CONDUIT IN PLACE.
106 REMOVE EXISTING CIRCUIT(S) AND ABANDON DUCT BANK IN PLACE.
107 EXISTING GUIDANCE SIGN TO REMAIN.
108 EXISTING TAXIWAY EDGE LIGHT TO REMAIN. (TYPICAL)
109 EXISTING RUNWAY EDGE LIGHT TO REMAIN. (TYPICAL)
110 EXISTING ELECTRICAL CIRCUIT(S) TO REMAIN.
111 EXISTING ELECTRICAL DUCT TO REMAIN.
112 EXISTING MALSR THRESHOLD BAR TO REMAIN.
113 EXISTING MALSR CIRCUIT TO REMAIN.
114 EXISTING PRIMARY WIND CONE AND SEGMENTED CIRCLE TO REMAIN.
115 REMOVE EXISTING RUNWAY 12-30 CIRCUIT FROM EXISTING ELECTRICAL DUCT. DUCT SHALL REMAIN.
116 REMOVE EXISTING RUNWAY INPAVEMENT EDGE LIGHT.
117 DEMOLISH EXISTING JUNCTION STRUCTURE.
118 EXISTING ELECTRICAL JUNCTION STRUCTURE TO REMAIN.
119 EXISTING FAA-OWNED VASI TO REMAIN.
120 EXISTING RUNWAY INPAVEMENT EDGE LIGHT TO REMAIN.
121 CONTRACTOR SHALL LOCATE AND PROTECT EXISTING VASI POWER CABLE DURING CONSTRUCTION.
122 EXISTING SECONDARY WIND CONE TO REMAIN.
123 EXISTING ABANDONED GUIDANCE SIGN BASE TO REMAIN.
124 REMOVE EXISTING REIL ISOLATION TRANSFORMER. EXISTING REIL LIGHT UNIT, CONTROL WIRING, CONDUIT, AND ALL ASSOCIATED JUNCTION CANS TO REMAIN. PROTECT DURING CONSTRUCTION.
125 CONTRACTOR SHALL LOCATE AND PROTECT EXISTING WIND CONE POWER CIRCUIT DURING CONSTRUCTION.
126 REMOVE EXISTING RUNWAY INPAVEMENT EDGE LIGHT. BASE SHALL REMAIN.
127 REMOVE EXISTING CIRCUIT FROM EXISTING ELECTRICAL CONDUIT. CONDUIT SHALL REMAIN.
128 REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN. BASE SHALL REMAIN. RE-CONNECT EXISTING TAXIWAY CIRCUIT.
129 REMOVE EXISTING REIL POWER CABLES FROM EXISTING CONDUIT SYSTEM. CONDUIT AND CONTROL WIRING TO REMAIN.
130 REMOVE EXISTING CIRCUITS AND CLEAR CONDUIT FOR FUTURE USE.
131 REMOVE EXISTING RUNWAY INPAVEMENT EDGE LIGHT. REMOVE CAN AND FILL VOID WITH P-501 TO MATCH SURROUNDING PAVEMENT.

OVERALL INSTALLATION KEYED NOTES:

201 INSTALL NEW L-862 BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)
202 INSTALL NEW L-862E BASE MOUNTED RUNWAY THRESHOLD/END LIGHT. (TYPICAL OF 4)
203 INSTALL NEW L-858 LED TYPE BASE MOUNTED GUIDANCE SIGN.
204 CONSTRUCT NEW 4-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.
205 CONSTRUCT NEW 1-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.
206 CONNECT NEW CONDUIT TO EXISTING AIRFIELD GUIDANCE SIGN JUNCTION CAN AND CONNECT NEW CONDUCTORS TO EXISTING AIRFIELD GUIDANCE SIGN ISOLATION TRANSFORMER.
207 INSTALL NEW CIRCUIT TRENCH TYPE "A". (TYPICAL OF 1 HASH MARK)
208 INSTALL NEW CIRCUIT TRENCH TYPE "B". (TYPICAL OF 2 HASH MARKS)
209 CONSTRUCT NEW 2-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.
210 INSTALL NEW RUNWAY 12-30 EDGE LIGHT CONDUCTORS IN EXISTING CONDUIT.
211 INSTALL NEW L-850C FLUSH MOUNTED INPAVEMENT RUNWAY EDGE LIGHT.
212 INSTALL NEW L-850C FLUSH MOUNTED INPAVEMENT RUNWAY EDGE LIGHT ON EXISTING BASE. PROVIDE WITH NEW STAINLESS STEEL BOLTS AND LOCKING WASHERS.
213 CONNECT NEW RUNWAY 12-30 CIRCUIT TO EXISTING RUNWAY 12-30 HOMERUN IN EXISTING HANDHOLE.
214 CONNECT NEW CONDUIT TO THE EXISTING JUNCTION STRUCTURE.
215 INSTALL DRAINABLE AGGREGATE AREA AT INDICATED EDGE LIGHT. SEE DRAIN NOTE ON SHEET E-506, DETAIL 1, NOTE 4.
216 INSTALL NEW L-830-6, 200W ISOLATION TRANSFORMER AND RECONNECT EXISTING REIL UNIT.
217 SEE ENHANCED DETAIL ON SHEET E-507.
218 SAWCUT EXISTING PAVEMENT AND INSTALL NEW 1-WAY 2"C CONCRETE ENCASED CONDUIT.
219 INSTALL NEW SURGE ARRESTOR IN LINE WITH THE SERIES CIRCUIT. INSTALL BRASS INPAVEMENT MARKER ON CONCRETE LIGHT BASE ENGRAVED WITH "SA".
220 INSTALL NEW AIRCRAFT RATED HANDHOLE.
221 CONNECT NEW RUNWAY 12-30 EDGE LIGHT CONDUCTORS TO EXISTING RUNWAY 12-30 CIRCUIT. CONNECT CONDUIT TO EXISTING LIGHT BASE.
222 INSTALL NEW CONCRETE DUCT MARKER.
223 INSTALL NEW L-858 LED TYPE BASE MOUNTED GUIDANCE SIGN WITHIN EXISTING PAVED SHOULDER.
224 CONNECT NEW CONDUIT TO THE EXISTING CONDUIT SYSTEM.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX
RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL LEGEND AND NOTES

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-001

SHEET NUMBER **22**

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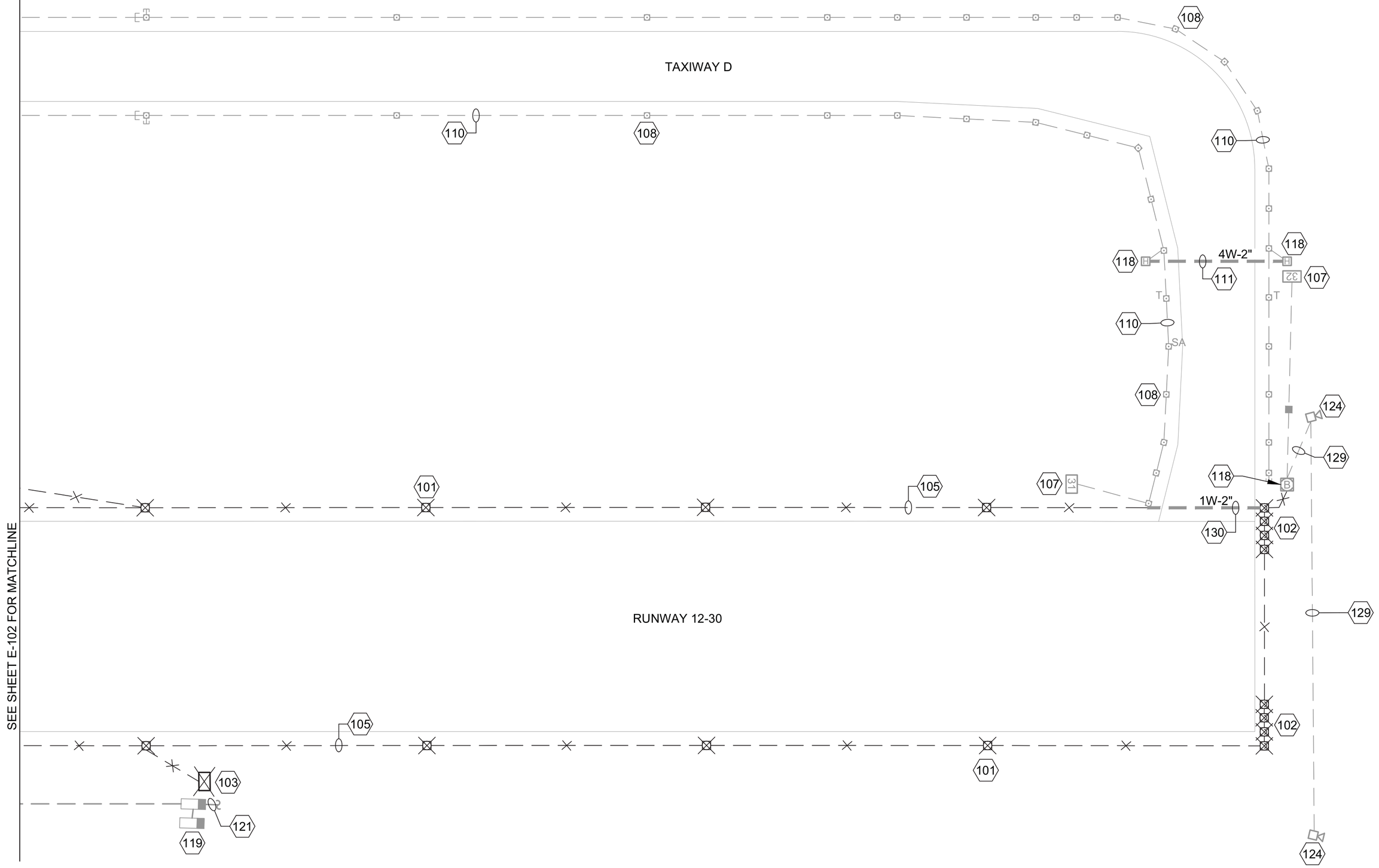
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:15 PM Plotter used: DWG To PDF.pc3



REMOVAL KEYED NOTES:

101 REMOVE EXISTING BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

102 REMOVE EXISTING BASE MOUNTED RUNWAY THRESHOLD/END LIGHT. (TYPICAL OF 4)

103 REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.

105 REMOVE EXISTING CIRCUIT(S) AND ABANDON CONDUIT IN PLACE.

107 EXISTING GUIDANCE SIGN TO REMAIN.

108 EXISTING TAXIWAY EDGE LIGHT TO REMAIN. (TYPICAL)

110 EXISTING ELECTRICAL CIRCUIT(S) TO REMAIN.

111 EXISTING ELECTRICAL DUCT TO REMAIN.

118 EXISTING ELECTRICAL JUNCTION STRUCTURE TO REMAIN.

119 EXISTING FAA-OWNED VASI TO REMAIN.

121 CONTRACTOR SHALL LOCATE AND PROTECT EXISTING VASI POWER CABLE DURING CONSTRUCTION.

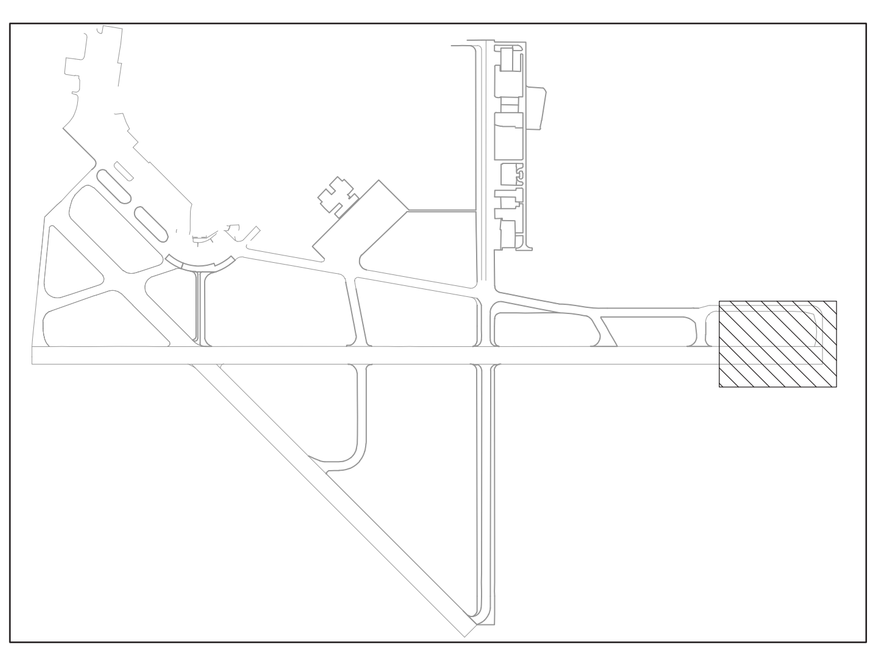
122 EXISTING SECONDARY WIND CONE TO REMAIN.

124 REMOVE EXISTING REIL ISOLATION TRANSFORMER. EXISTING REIL LIGHT UNIT, CONTROL WIRING, CONDUIT, AND ALL ASSOCIATED JUNCTION CANS TO REMAIN. PROTECT DURING CONSTRUCTION.

125 CONTRACTOR SHALL LOCATE AND PROTECT EXISTING WIND CONE POWER CIRCUIT DURING CONSTRUCTION.

129 REMOVE EXISTING REIL POWER CABLES FROM EXISTING CONDUIT SYSTEM. CONDUIT AND CONTROL WIRING TO REMAIN.

130 REMOVE EXISTING CIRCUITS AND CLEAR CONDUIT FOR FUTURE USE.



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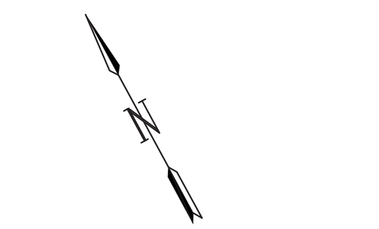

GENERAL NOTES:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.
2. ALL CABLE REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHT BASE REMOVAL PAY ITEM.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING REMOVAL PLAN I

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-101

SHEET NUMBER **23**

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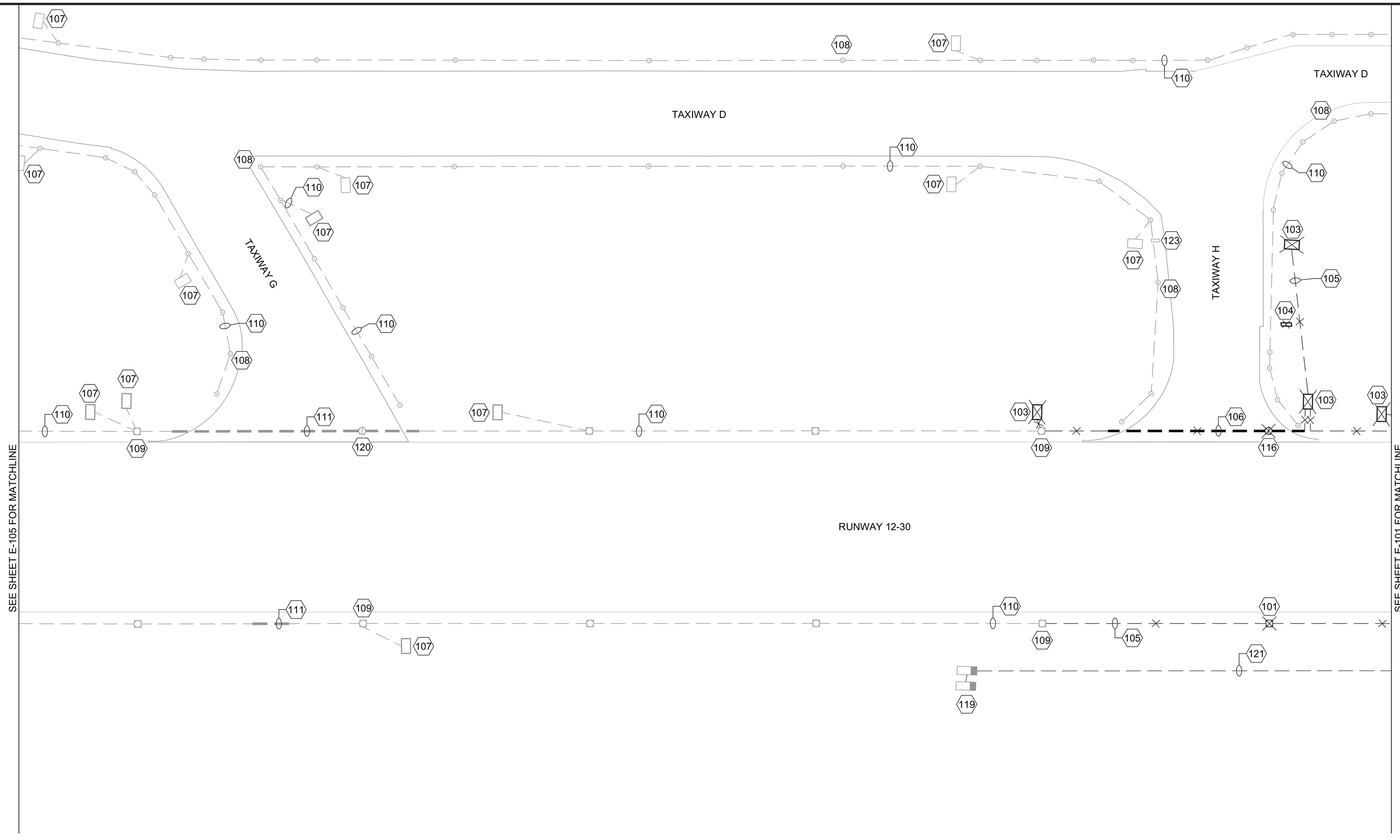


REMOVAL KEYED NOTES:

101 REMOVE EXISTING BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

103 REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.

104 DEMOLISH EXISTING ABANDONED GUIDANCE SIGN BASE.

105 REMOVE EXISTING CIRCUIT(S) AND ABANDON CONDUIT IN PLACE.

106 REMOVE EXISTING CIRCUIT(S) AND ABANDON DUCT BANK IN PLACE.

107 EXISTING GUIDANCE SIGN TO REMAIN.

108 EXISTING TAXIWAY EDGE LIGHT TO REMAIN. (TYPICAL)

109 EXISTING RUNWAY EDGE LIGHT TO REMAIN. (TYPICAL)

110 EXISTING ELECTRICAL CIRCUIT(S) TO REMAIN.

111 EXISTING ELECTRICAL DUCT TO REMAIN.

116 REMOVE EXISTING RUNWAY INPAVEMENT EDGE LIGHT.

119 EXISTING FAA-OWNED VASI TO REMAIN.

120 EXISTING RUNWAY INPAVEMENT EDGE LIGHT TO REMAIN.

121 CONTRACTOR SHALL LOCATE AND PROTECT EXISTING VASI POWER CABLE DURING CONSTRUCTION.

123 EXISTING ABANDONED GUIDANCE SIGN BASE TO REMAIN.

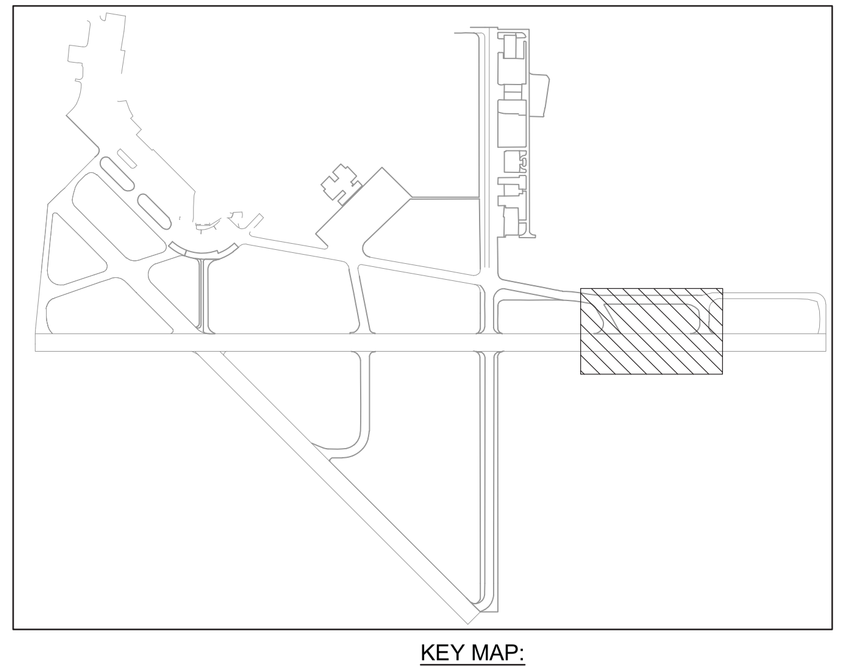
0 25' 50' 100' 150'

(IN FEET)

GENERAL NOTES:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.

2. ALL CABLE REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHT BASE REMOVAL PAY ITEM.



KEY MAP:

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING REMOVAL PLAN II

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-102

SHEET NUMBER **24**

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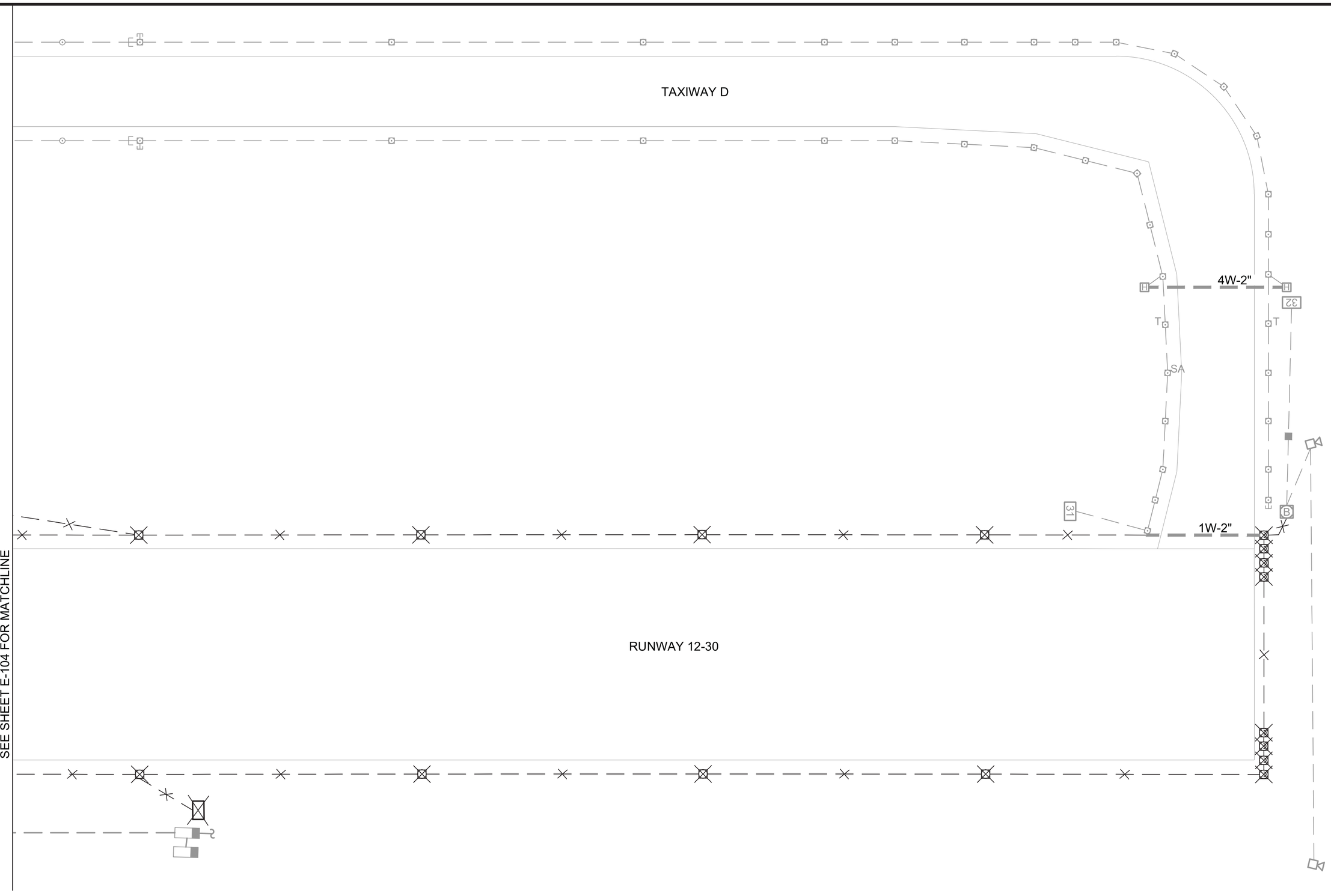
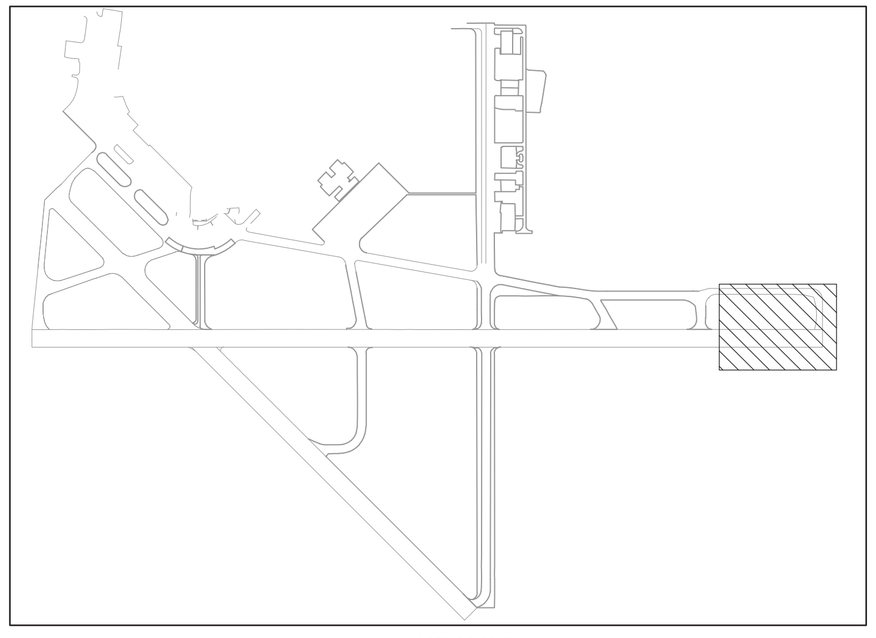


NO ADDITIONAL WORK IS REQUIRED FOR THIS AREA FOR ADDITIVE ALTERNATE 2 WORK. SEE SHEET E-101 FOR REMOVAL NOTATION.



KEY MAP:

0 25' 50' 100' 150'

(IN FEET)

GENERAL NOTES:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.
2. ALL CABLE REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHT BASE REMOVAL PAY ITEM.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

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07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING REMOVAL PLAN III - ADDITIVE ALTERNATE 2

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-103

SHEET NUMBER **25**

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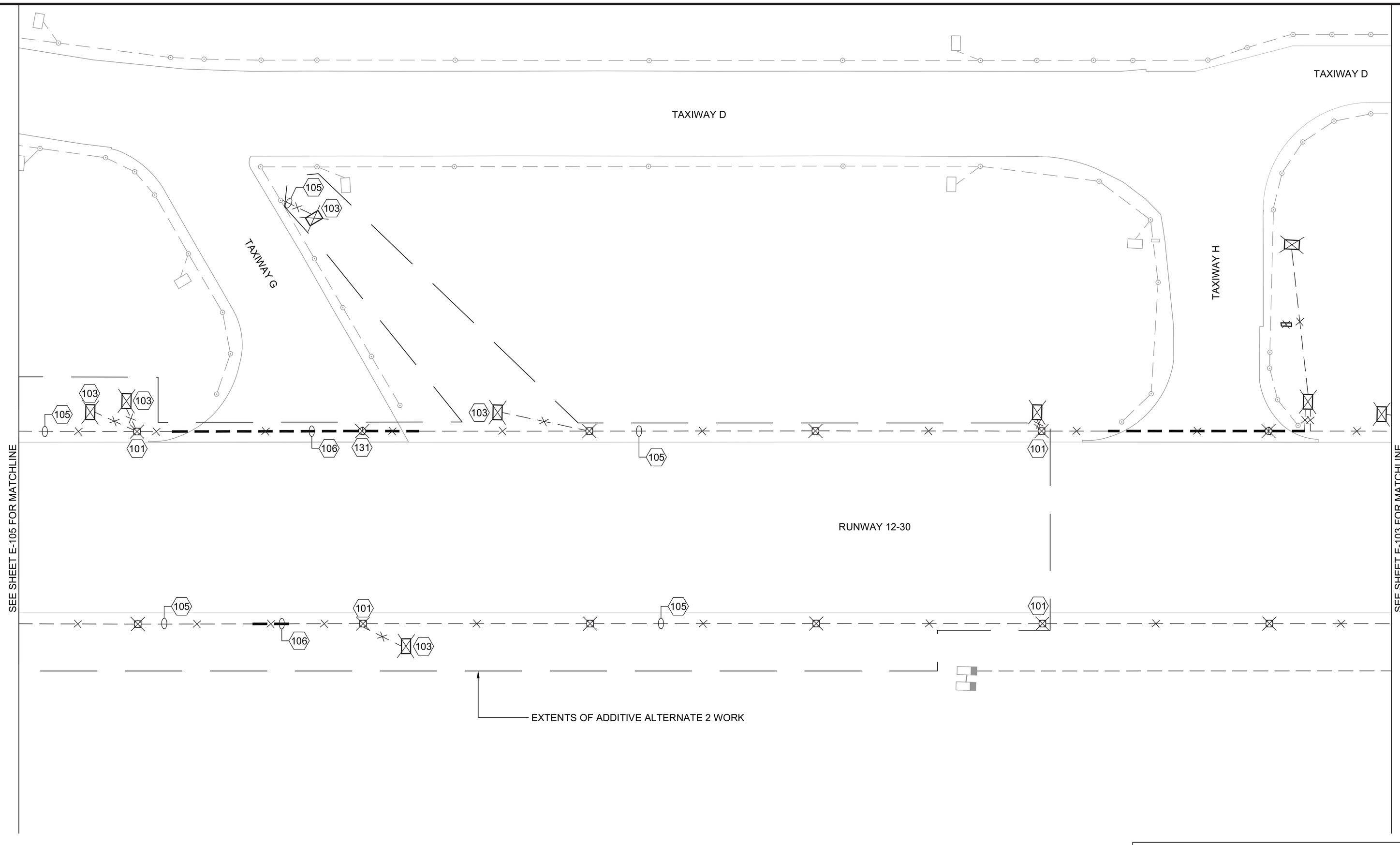


REMOVAL KEYED NOTES:

101 REMOVE EXISTING BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

103 REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.

105 REMOVE EXISTING CIRCUIT(S) AND ABANDON CONDUIT IN PLACE.

106 REMOVE EXISTING CIRCUIT(S) AND ABANDON DUCT BANK IN PLACE.

131 REMOVE EXISTING RUNWAY INPAVEMENT EDGE LIGHT. REMOVE CAN AND FILL VOID WITH P-501 TO MATCH SURROUNDING PAVEMENT.

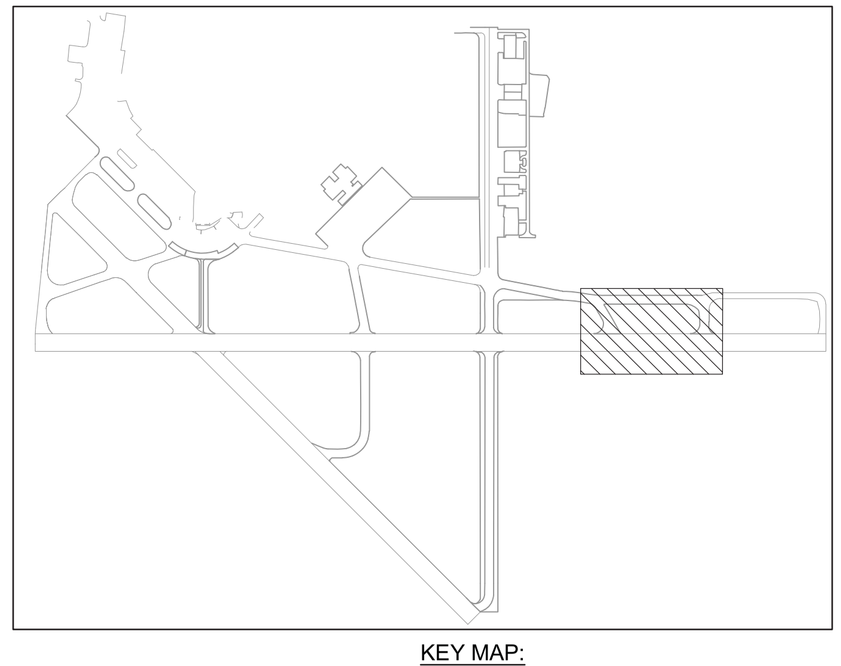
0 25' 50' 100' 150'

(IN FEET)

GENERAL NOTES:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.

2. ALL CABLE REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHT BASE REMOVAL PAY ITEM.



KEY MAP:

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING REMOVAL PLAN IV - ADDITIVE ALTERNATE 2

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-104

SHEET NUMBER **26**

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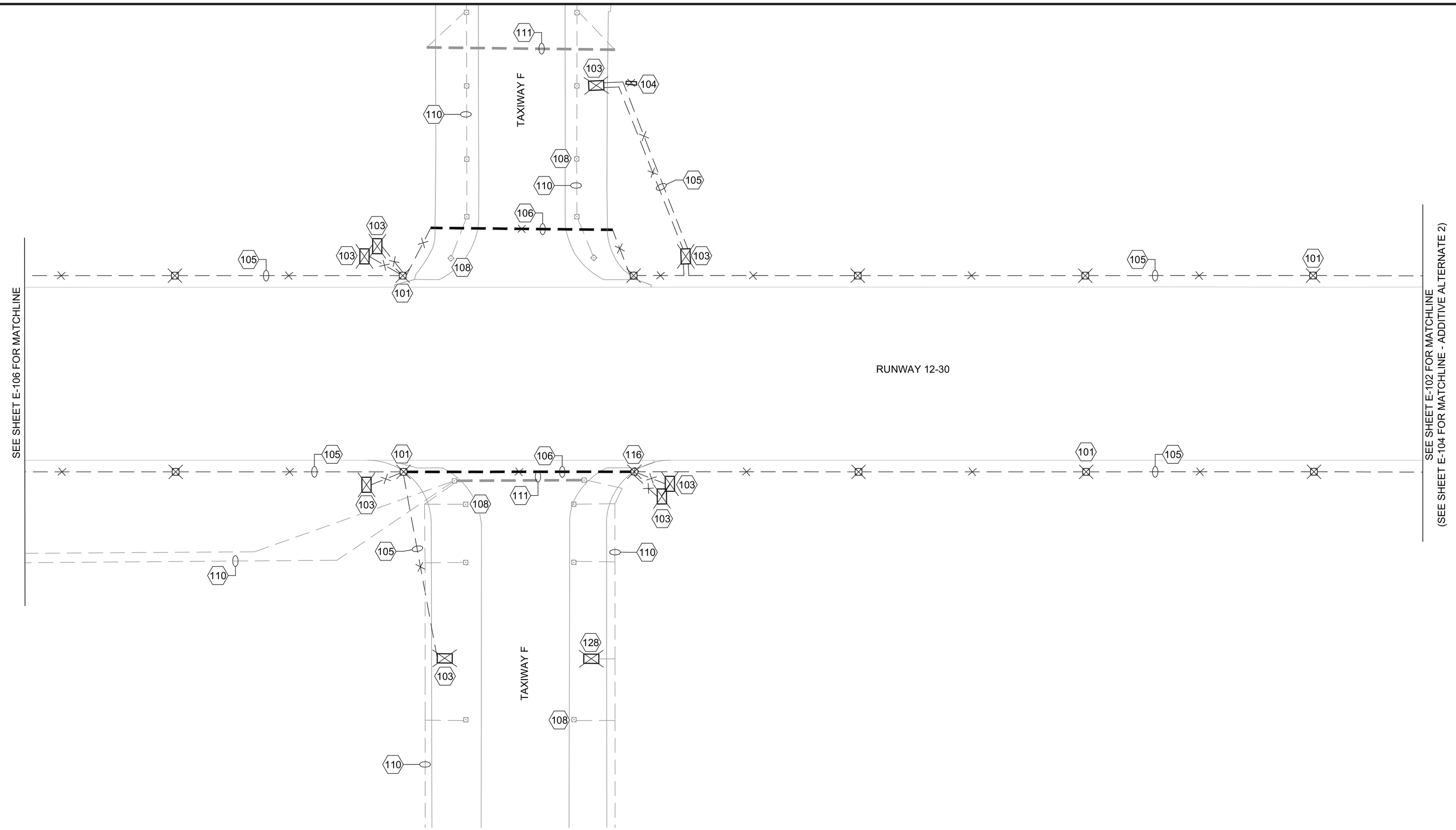


REMOVAL KEYED NOTES:

(101) REMOVE EXISTING BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

(103) REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.

(104) DEMOLISH EXISTING ABANDONED GUIDANCE SIGN BASE.

(105) REMOVE EXISTING CIRCUIT(S) AND ABANDON CONDUIT IN PLACE.

(106) REMOVE EXISTING CIRCUIT(S) AND ABANDON DUCT BANK IN PLACE.

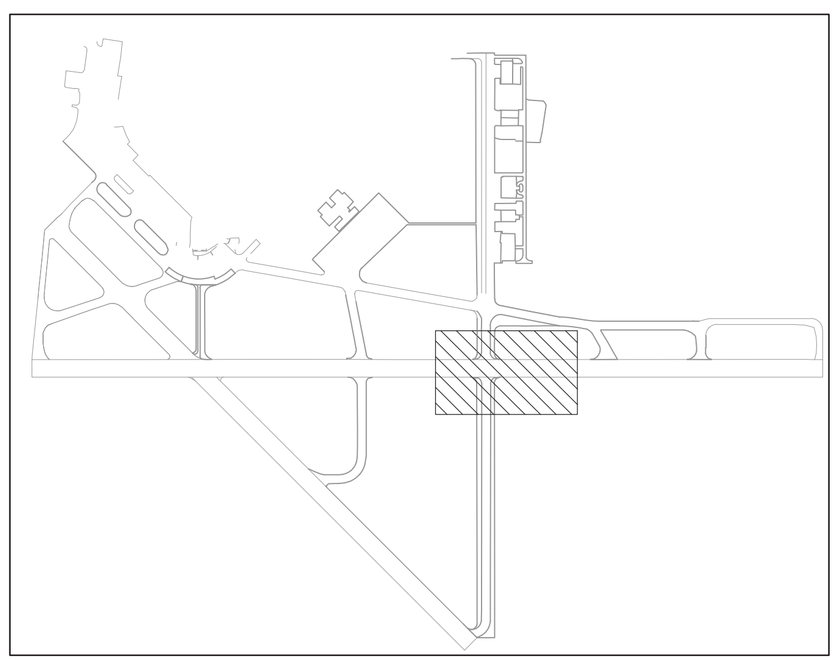
(108) EXISTING TAXIWAY EDGE LIGHT TO REMAIN. (TYPICAL)

(110) EXISTING ELECTRICAL CIRCUIT(S) TO REMAIN.

(111) EXISTING ELECTRICAL DUCT TO REMAIN.

(116) REMOVE EXISTING RUNWAY INPAVEMENT EDGE LIGHT.

(128) REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN. BASE SHALL REMAIN. RE-CONNECT EXISTING TAXIWAY CIRCUIT.



KEY MAP:

N

0 25' 50' 100' 150'

(IN FEET)

GENERAL NOTES:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.

2. ALL CABLE REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHT BASE REMOVAL PAY ITEM.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING REMOVAL PLAN V - ADDITIVE ALTERNATE 2

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-105

SHEET NUMBER **27**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWD\drawings\BPT_R12_E105_RP.dwg Last Save: 6/16/2015 3:14 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:16 PM Plotter used: DWG To PDF.pc3

REMOVAL KEYED NOTES:

101 REMOVE EXISTING BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

103 REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.

105 REMOVE EXISTING CIRCUIT(S) AND ABANDON CONDUIT IN PLACE.

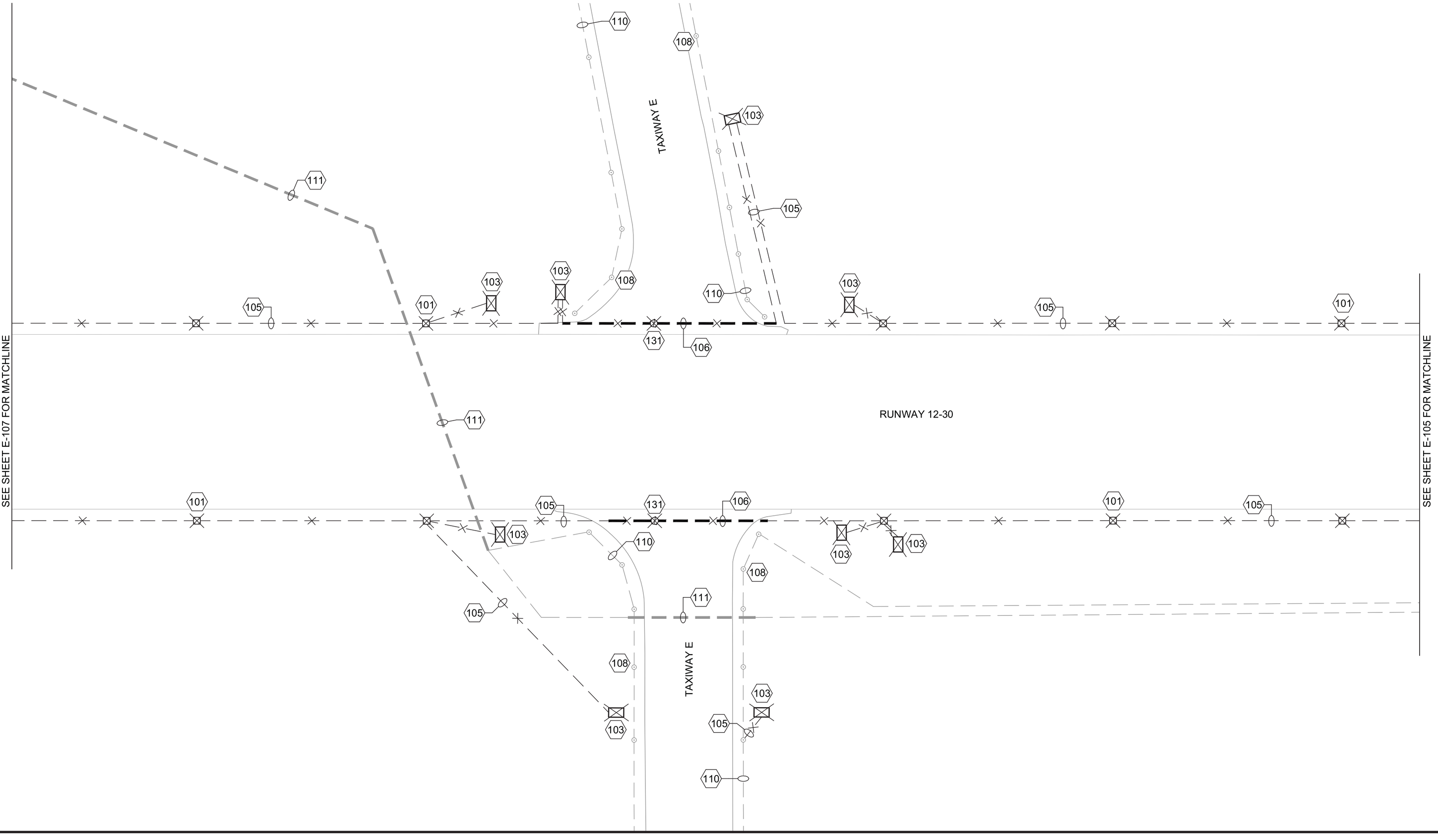
106 REMOVE EXISTING CIRCUIT(S) AND ABANDON DUCT BANK IN PLACE.

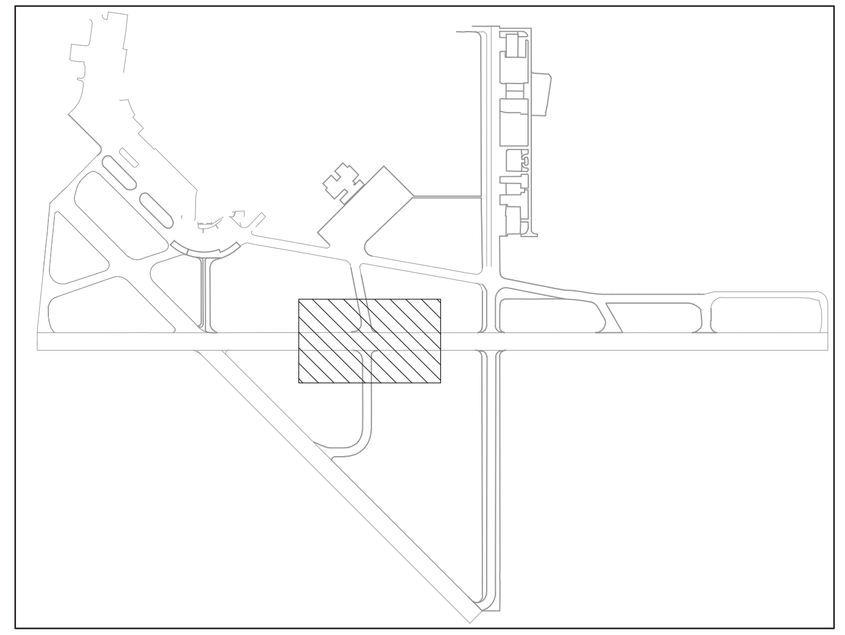
108 EXISTING TAXIWAY EDGE LIGHT TO REMAIN. (TYPICAL)

110 EXISTING ELECTRICAL CIRCUIT(S) TO REMAIN.

111 EXISTING ELECTRICAL DUCT TO REMAIN.

131 REMOVE EXISTING RUNWAY INPAVEMENT EDGE LIGHT. REMOVE CAN AND FILL VOID WITH P-501 TO MATCH SURROUNDING PAVEMENT.





KEY MAP:

0 25' 50' 100' 150'

(IN FEET)

GENERAL NOTES:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.

2. ALL CABLE REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHT BASE REMOVAL PAY ITEM.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING REMOVAL PLAN VI - ADDITIVE ALTERNATE 2

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-106

SHEET NUMBER **28**

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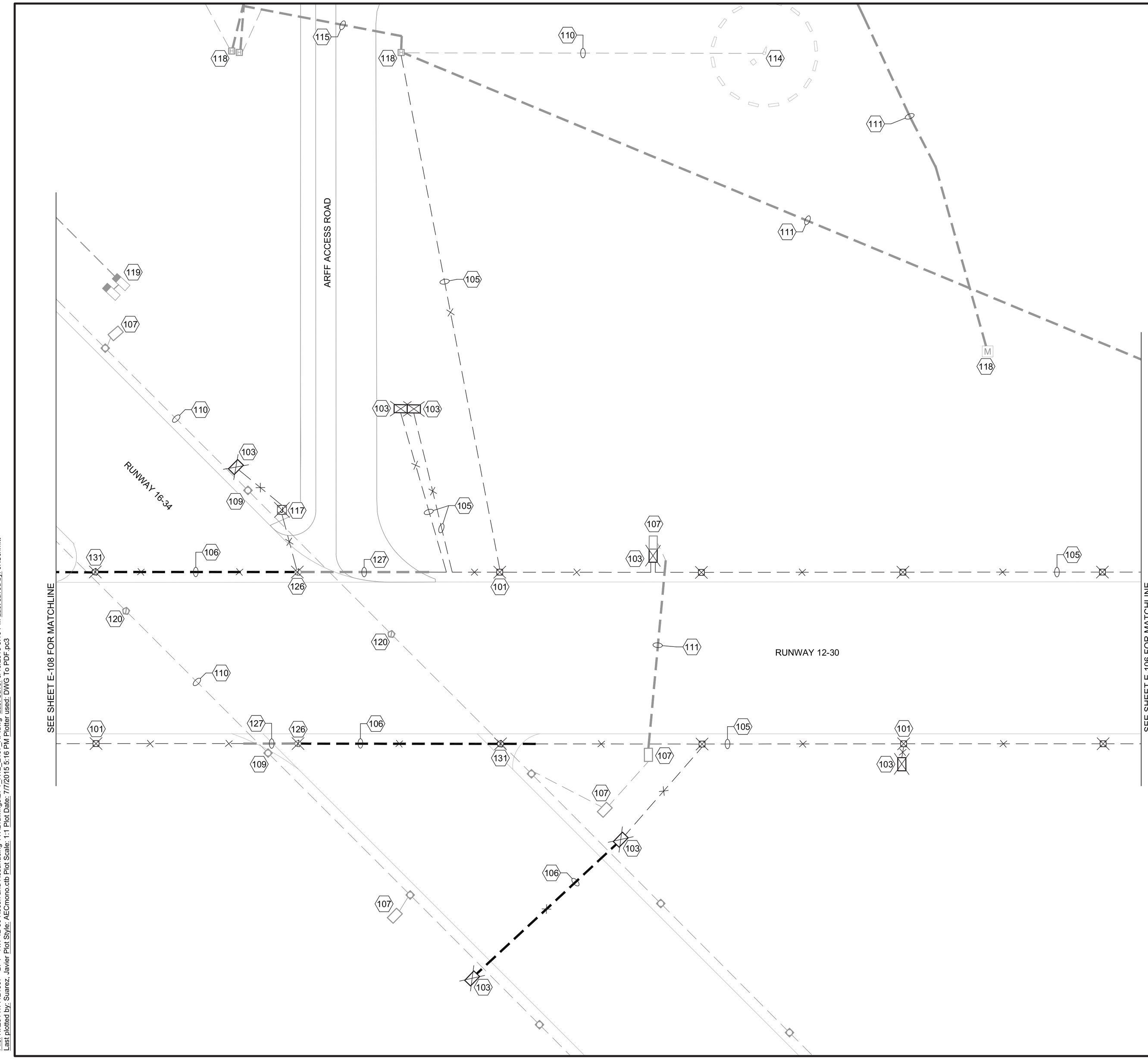
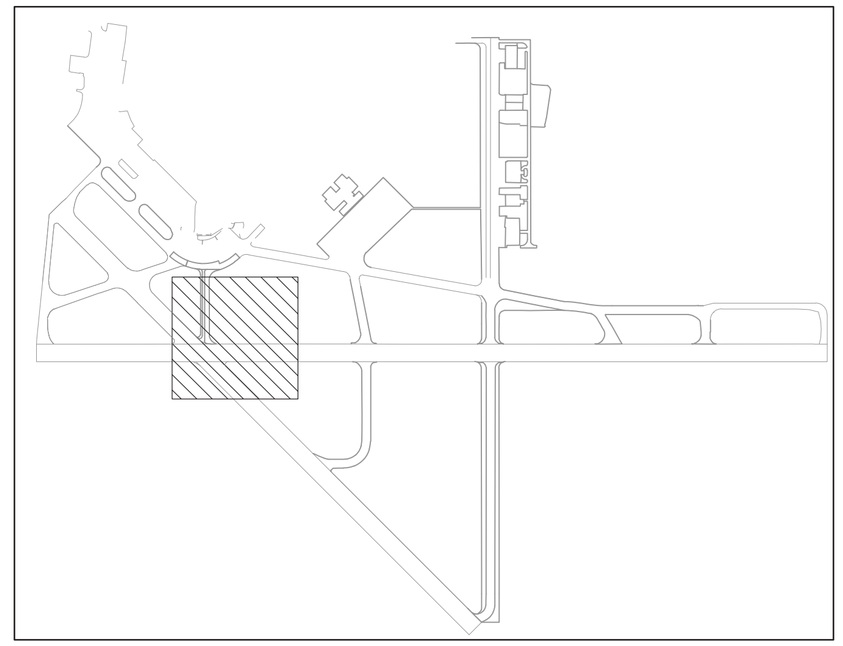
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:16 PM Plotter used: DWG To PDF.pc3





KEY MAP:

0 25' 50' 100' 150'
(IN FEET)

GENERAL NOTES:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.
2. ALL CABLE REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHT BASE REMOVAL PAY ITEM.

REMOVAL KEYED NOTES:

(101) REMOVE EXISTING BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)
(103) REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.
(105) REMOVE EXISTING CIRCUIT(S) AND ABANDON CONDUIT IN PLACE.
(106) REMOVE EXISTING CIRCUIT(S) AND ABANDON DUCT BANK IN PLACE.
(107) EXISTING GUIDANCE SIGN TO REMAIN.
(109) EXISTING RUNWAY EDGE LIGHT TO REMAIN. (TYPICAL)
(110) EXISTING ELECTRICAL CIRCUIT(S) TO REMAIN.
(111) EXISTING ELECTRICAL DUCT TO REMAIN.
(114) EXISTING PRIMARY WIND CONE AND SEGMENTED CIRCLE TO REMAIN.
(115) REMOVE EXISTING RUNWAY 12-30 CIRCUIT FROM EXISTING ELECTRICAL DUCT. DUCT SHALL REMAIN.
(117) DEMOLISH EXISTING JUNCTION STRUCTURE.
(118) EXISTING ELECTRICAL JUNCTION STRUCTURE TO REMAIN.
(119) EXISTING FAA-OWNED VASI TO REMAIN.
(120) EXISTING RUNWAY INPAVEMENT EDGE LIGHT TO REMAIN.
(126) REMOVE EXISTING RUNWAY INPAVEMENT EDGE LIGHT. BASE SHALL REMAIN.
(127) REMOVE EXISTING CIRCUIT FROM EXISTING ELECTRICAL CONDUIT. CONDUIT SHALL REMAIN.
(131) REMOVE EXISTING RUNWAY INPAVEMENT EDGE LIGHT. REMOVE CAN AND FILL VOID WITH P-501 TO MATCH SURROUNDING PAVEMENT.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING REMOVAL PLAN VII - ADDITIVE ALTERNATE 2

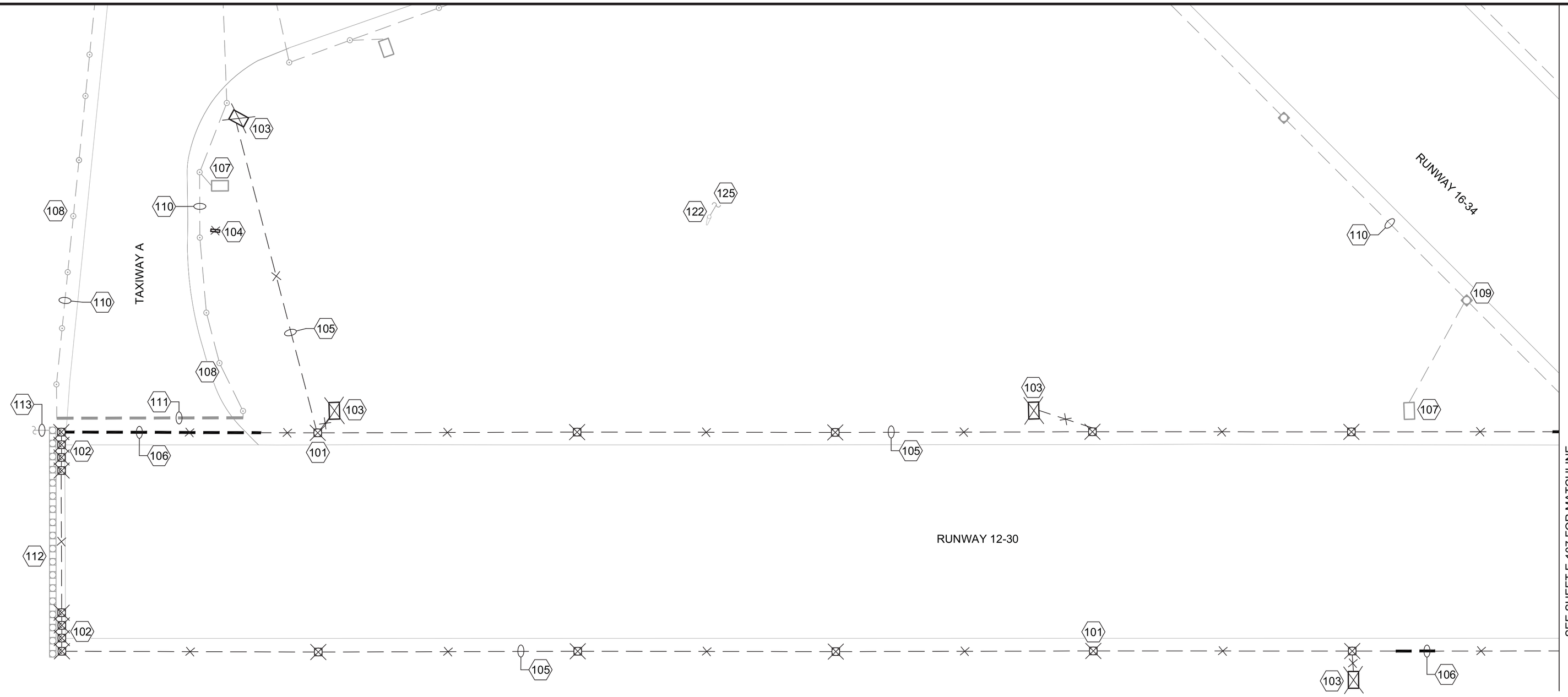
JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-107

SHEET NUMBER **29**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWDrawings\BPT_R12_E107_RP.dwg Last Save: 6/16/2015 3:16 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:16 PM Plotter used: DWG To PDF.pc3



REMOVAL KEYED NOTES:

101 REMOVE EXISTING BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

102 REMOVE EXISTING BASE MOUNTED RUNWAY THRESHOLD/END LIGHT. (TYPICAL OF 4)

103 REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.

104 DEMOLISH EXISTING ABANDONED GUIDANCE SIGN BASE.

105 REMOVE EXISTING CIRCUIT(S) AND ABANDON CONDUIT IN PLACE.

106 REMOVE EXISTING CIRCUIT(S) AND ABANDON DUCT BANK IN PLACE.

107 EXISTING GUIDANCE SIGN TO REMAIN.

108 EXISTING TAXIWAY EDGE LIGHT TO REMAIN. (TYPICAL)

109 EXISTING RUNWAY EDGE LIGHT TO REMAIN. (TYPICAL)

110 EXISTING ELECTRICAL CIRCUIT(S) TO REMAIN.

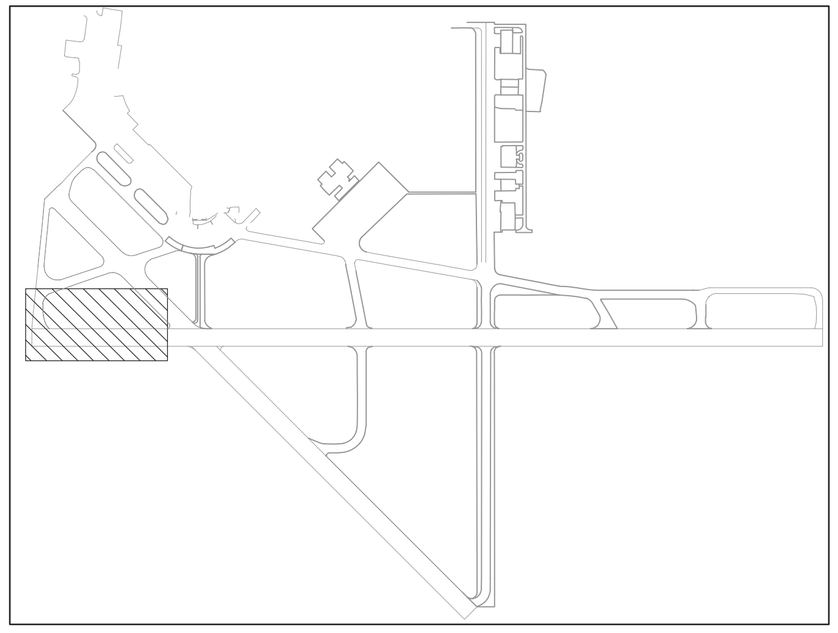
111 EXISTING ELECTRICAL DUCT TO REMAIN.

112 EXISTING MALSR THRESHOLD BAR TO REMAIN.

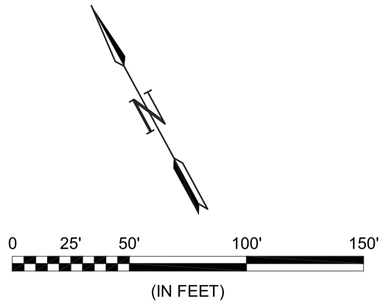
113 EXISTING MALSR CIRCUIT TO REMAIN.

122 EXISTING SECONDARY WIND CONE TO REMAIN.

125 CONTRACTOR SHALL LOCATE AND PROTECT EXISTING WIND CONE POWER CIRCUIT DURING CONSTRUCTION.



KEY MAP:



GENERAL NOTES:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.
2. CONTACT LOCAL FAA SSC PRIOR TO WORK NEAR MALSR BAR FOR FAA CABLE LOCATION.
3. ALL CABLE REMOVAL SHALL BE CONSIDERED SUBSIDIARY TO THE LIGHT BASE REMOVAL PAY ITEM.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

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07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING REMOVAL PLAN VIII - ADDITIVE ALTERNATE 2

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-108

SHEET NUMBER **30**

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Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:17 PM Plotter used: DWG To PDF.pc3

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWY\Drawings\BPT_R12_E201_LP.dwg Last Save: 6/16/2015 3:18 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:17 PM Plotter used: DWG To PDF.pc3

INSTALLATION KEYED NOTES:

201 INSTALL NEW L-862 BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

202 INSTALL NEW L-862E BASE MOUNTED RUNWAY THRESHOLD/END LIGHT. (TYPICAL OF 4)

206 CONNECT NEW CONDUIT TO EXISTING AIRFIELD GUIDANCE SIGN JUNCTION CAN AND CONNECT NEW CONDUCTORS TO EXISTING AIRFIELD GUIDANCE SIGN ISOLATION TRANSFORMER.

207 INSTALL NEW CIRCUIT TRENCH TYPE "A". (TYPICAL OF 1 HASH MARK)

208 INSTALL NEW CIRCUIT TRENCH TYPE "B". (TYPICAL OF 2 HASH MARKS)

210 INSTALL NEW RUNWAY 12-30 EDGE LIGHT CONDUCTORS IN EXISTING CONDUIT.

214 CONNECT NEW CONDUIT TO THE EXISTING JUNCTION STRUCTURE.

215 INSTALL DRAINABLE AGGREGATE AREA AT INDICATED EDGE LIGHT. SEE DRAIN NOTE ON SHEET E-506, DETAIL 1, NOTE 4.

216 INSTALL NEW L-830-6 200W ISOLATION TRANSFORMER AND RECONNECT EXISTING REIL UNIT.

219 INSTALL NEW SURGE ARRESTOR IN LINE WITH THE SERIES CIRCUIT. INSTALL BRASS INPAVEMENT MARKER ON CONCRETE LIGHT BASE ENGRAVED WITH "SA".

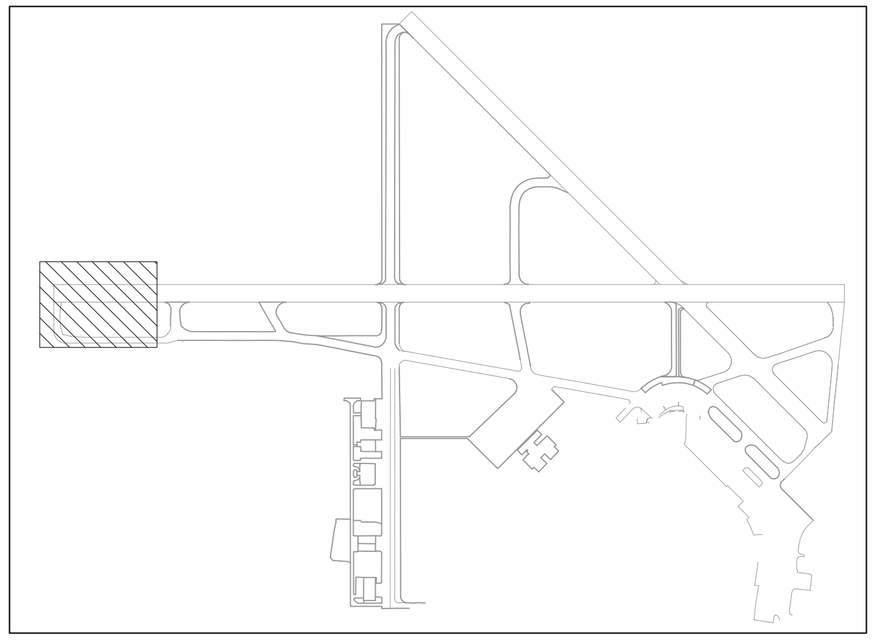
224 CONNECT NEW CONDUIT TO THE EXISTING CONDUIT SYSTEM.

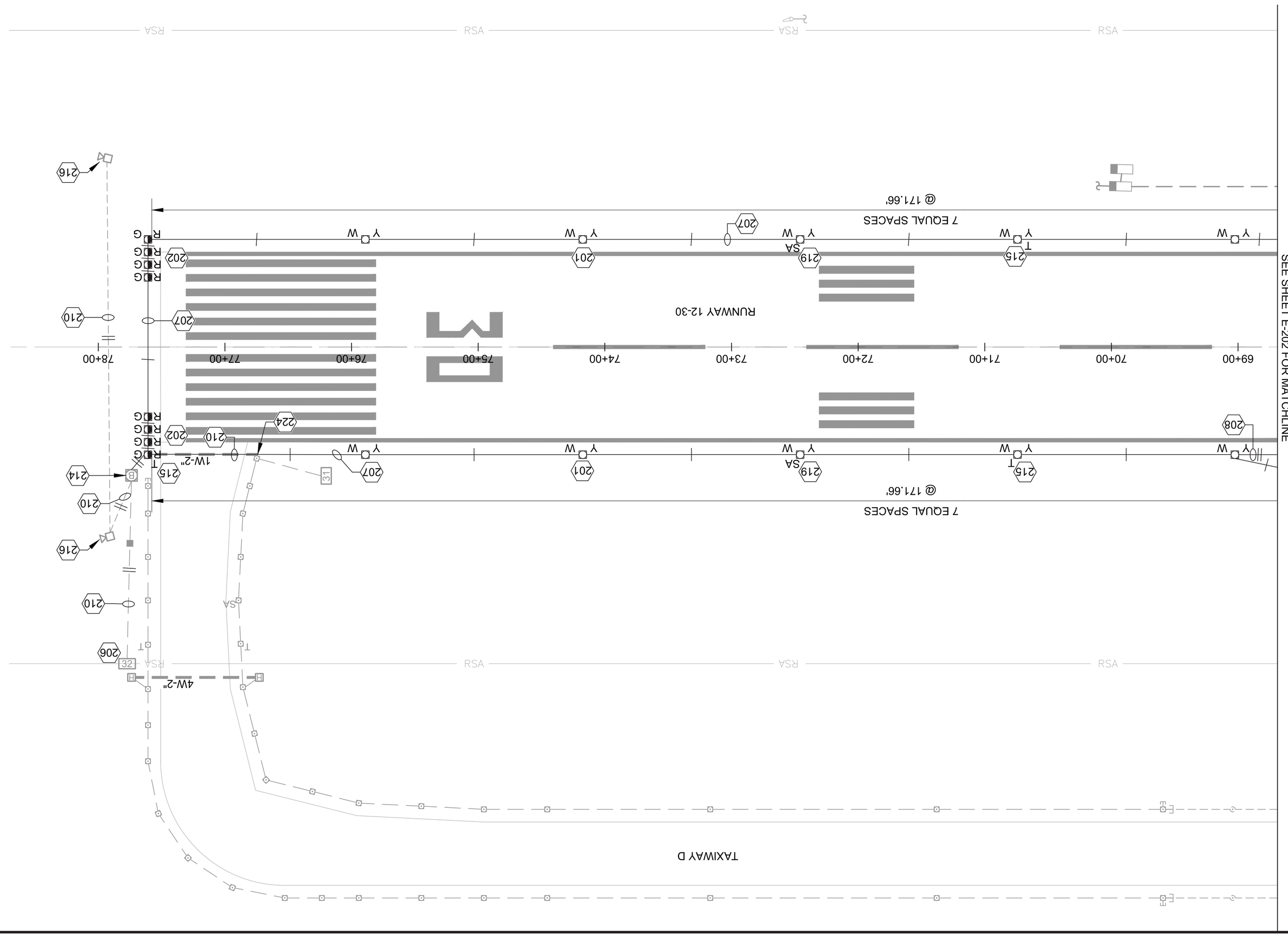
GENERAL NOTE:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.

(IN FEET)
0 25' 50' 100' 150'

KEY MAP:





REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING INSTALLATION PLAN I

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.
0 1"

DRAWING NUMBER
E-201

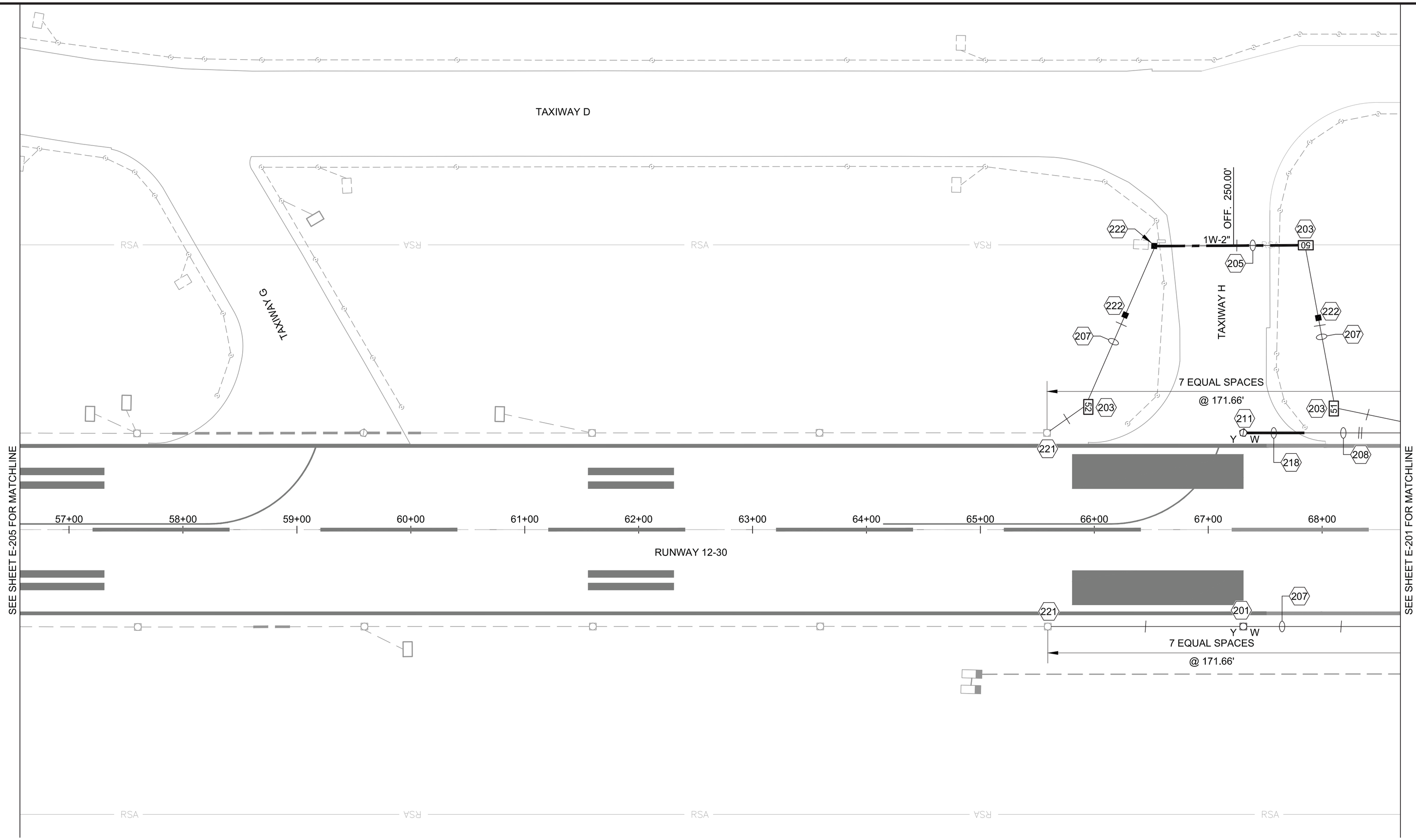
SHEET NUMBER
31

GARVER

REGISTRATION NO.
F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015



INSTALLATION KEYED NOTES:

201 INSTALL NEW L-862 BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

203 INSTALL NEW L-858 LED TYPE BASE MOUNTED GUIDANCE SIGN.

205 CONSTRUCT NEW 1-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.

207 INSTALL NEW CIRCUIT TRENCH TYPE "A". (TYPICAL OF 1 HASH MARK)

208 INSTALL NEW CIRCUIT TRENCH TYPE "B". (TYPICAL OF 2 HASH MARKS)

211 INSTALL NEW L-850C FLUSH MOUNTED INPAVEMENT RUNWAY EDGE LIGHT.

218 SAWCUT EXISTING PAVEMENT AND INSTALL NEW 1-WAY 2"C CONCRETE ENCASED CONDUIT.

221 CONNECT NEW RUNWAY 12-30 EDGE LIGHT CONDUCTORS TO EXISTING RUNWAY 12-30 CIRCUIT. CONNECT CONDUIT TO EXISTING LIGHT BASE.

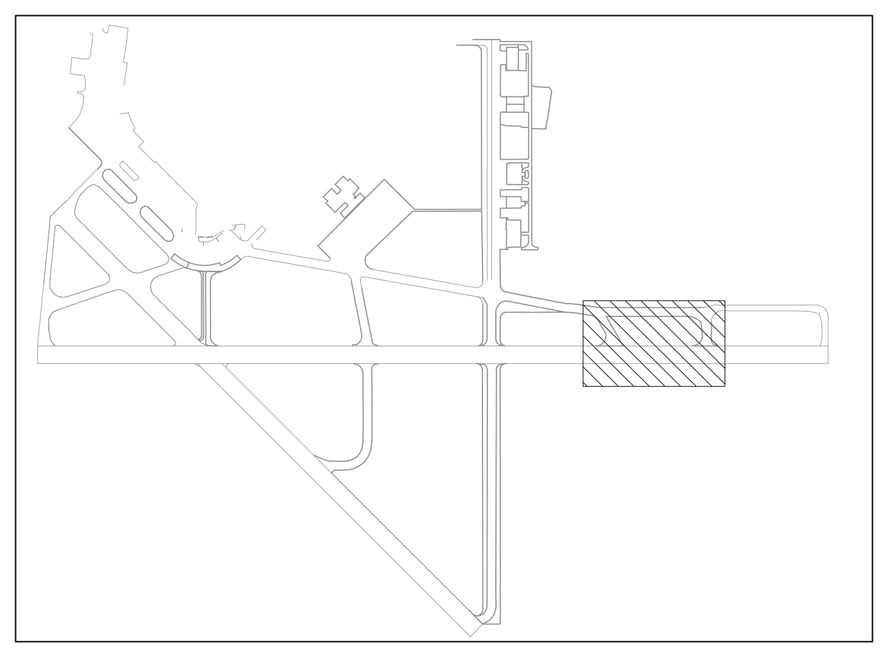
222 INSTALL NEW CONCRETE DUCT MARKER.

0 25' 50' 100' 150'

(IN FEET)

GENERAL NOTE:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.



KEY MAP:

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING INSTALLATION PLAN II

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-202

SHEET NUMBER **32**

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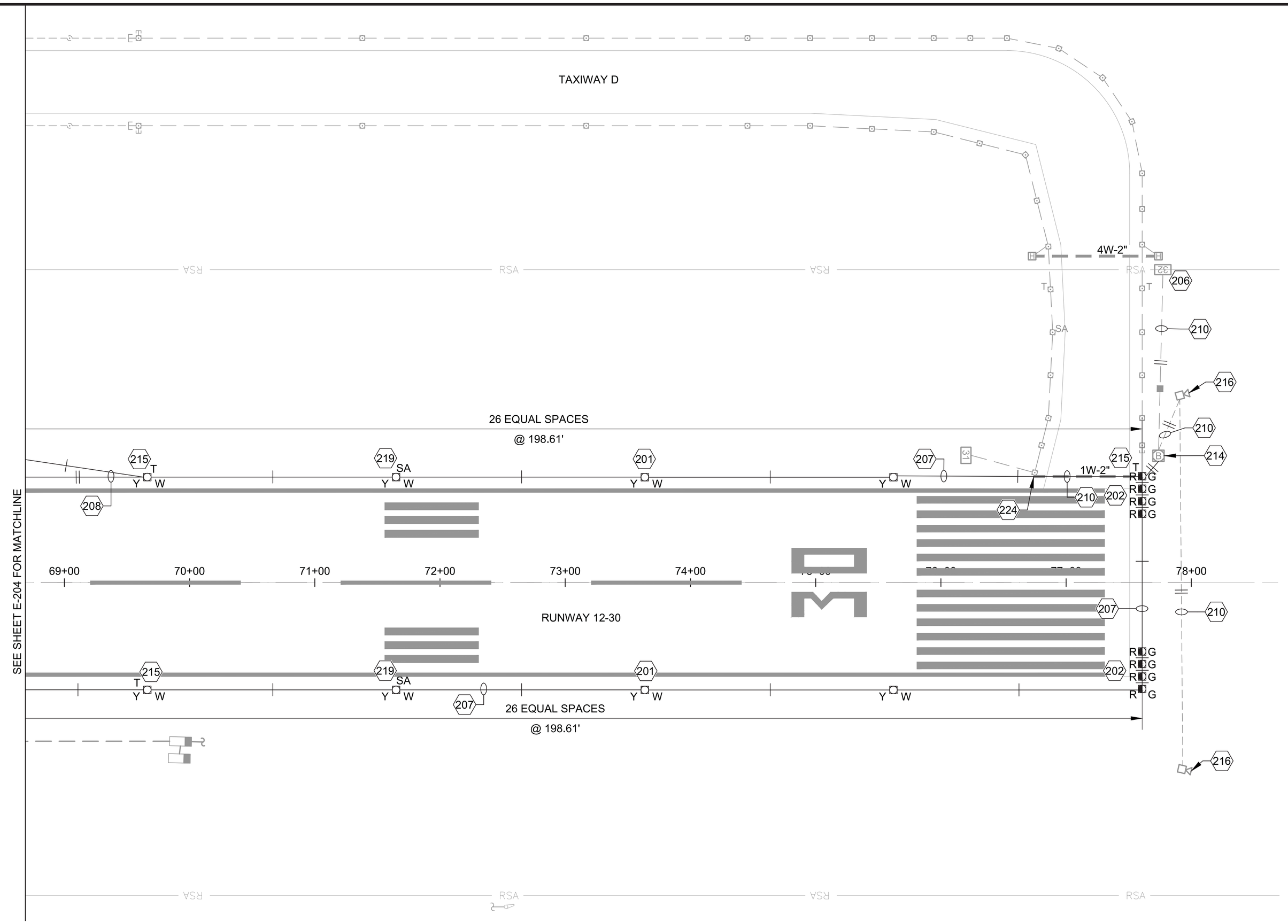


INSTALLATION KEYED NOTES:

201 INSTALL NEW L-862 BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

202 INSTALL NEW L-862E BASE MOUNTED RUNWAY THRESHOLD/END LIGHT. (TYPICAL OF 4)

206 CONNECT NEW CONDUIT TO EXISTING AIRFIELD GUIDANCE SIGN JUNCTION CAN AND CONNECT NEW CONDUCTORS TO EXISTING AIRFIELD GUIDANCE SIGN ISOLATION TRANSFORMER.

207 INSTALL NEW CIRCUIT TRENCH TYPE "A". (TYPICAL OF 1 HASH MARK)

208 INSTALL NEW CIRCUIT TRENCH TYPE "B". (TYPICAL OF 2 HASH MARKS)

210 INSTALL NEW RUNWAY 12-30 EDGE LIGHT CONDUCTORS IN EXISTING CONDUIT.

214 CONNECT NEW CONDUIT TO THE EXISTING JUNCTION STRUCTURE.

215 INSTALL DRAINABLE AGGREGATE AREA AT INDICATED EDGE LIGHT. SEE DRAIN NOTE ON SHEET E-506, DETAIL 1, NOTE 4.

216 INSTALL NEW L-830-6, 200W ISOLATION TRANSFORMER AND CONNECT TO EXISTING REIL UNIT.

219 INSTALL NEW SURGE ARRESTOR IN LINE WITH THE SERIES CIRCUIT. INSTALL BRASS INPAVEMENT MARKER ON CONCRETE LIGHT BASE ENGRAVED WITH "SA".

224 CONNECT NEW CONDUIT TO THE EXISTING CONDUIT SYSTEM.

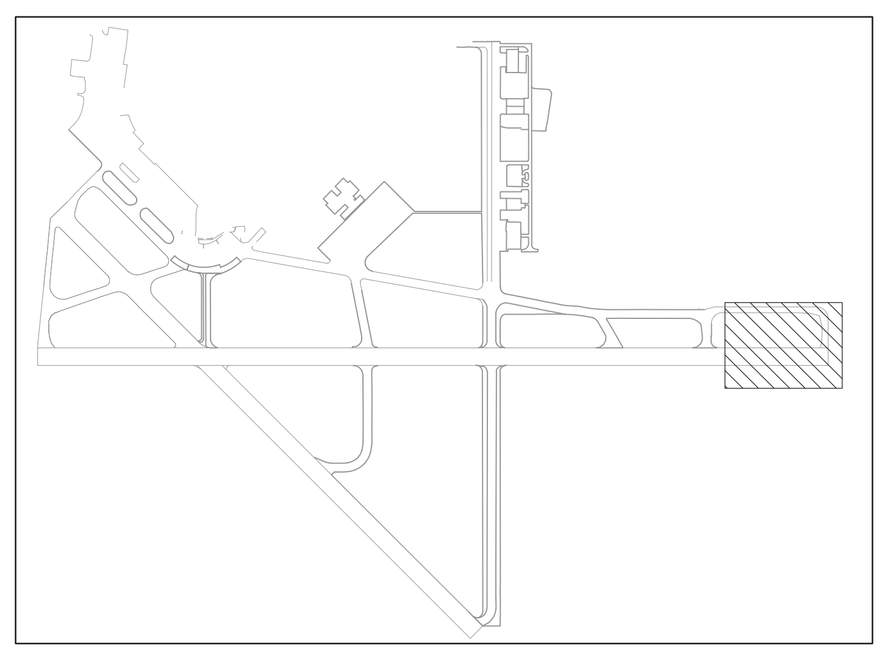
ADDITIVE ALTERNATE NOTE

1. ADDITIVE ALTERNATE 2 SHALL HAVE A DIFFERENT LIGHT SPACING THAN THE BASE BID. CONSTRUCTION METHODS SHALL REMAIN THE SAME.

0 25' 50' 100' 150'
(IN FEET)

GENERAL NOTE:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.



KEY MAP:

GARVER

REGISTRATION NO.
F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING
INSTALLATION
PLAN III - ADDITIVE
ALTERNATE 2

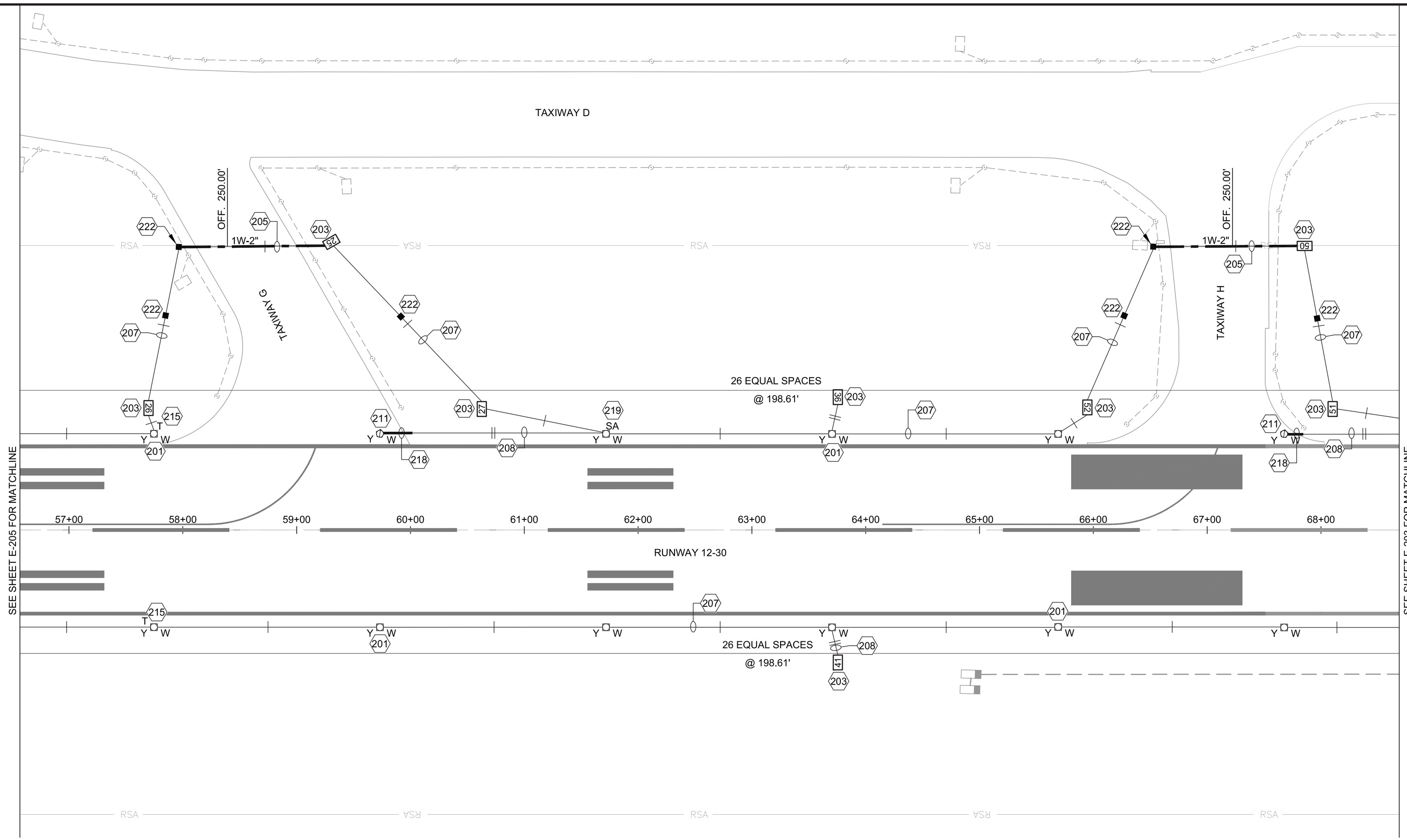
JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-203

SHEET NUMBER **33**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWD\drawings\BPT_R12_E203_LP.dwg Last Save: 6/16/2015 3:20 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:17 PM Plotter used: DWG To PDF.pc3



INSTALLATION KEYED NOTES:

201 INSTALL NEW L-862 BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

203 INSTALL NEW L-858 LED TYPE BASE MOUNTED GUIDANCE SIGN.

205 CONSTRUCT NEW 1-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.

207 INSTALL NEW CIRCUIT TRENCH TYPE "A". (TYPICAL OF 1 HASH MARK)

208 INSTALL NEW CIRCUIT TRENCH TYPE "B". (TYPICAL OF 2 HASH MARKS)

211 INSTALL NEW L-850C FLUSH MOUNTED INPAVEMENT RUNWAY EDGE LIGHT.

215 INSTALL DRAINABLE AGGREGATE AREA AT INDICATED EDGE LIGHT. SEE DRAIN NOTE ON SHEET E-506, DETAIL 1, NOTE 4.

218 SAWCUT EXISTING PAVEMENT AND INSTALL NEW 1-WAY 2"C CONCRETE ENCASED CONDUIT.

219 INSTALL NEW SURGE ARRESTOR IN LINE WITH THE SERIES CIRCUIT. INSTALL BRASS INPAVEMENT MARKER ON CONCRETE LIGHT BASE ENGRAVED WITH "SA".

222 INSTALL NEW CONCRETE DUCT MARKER.

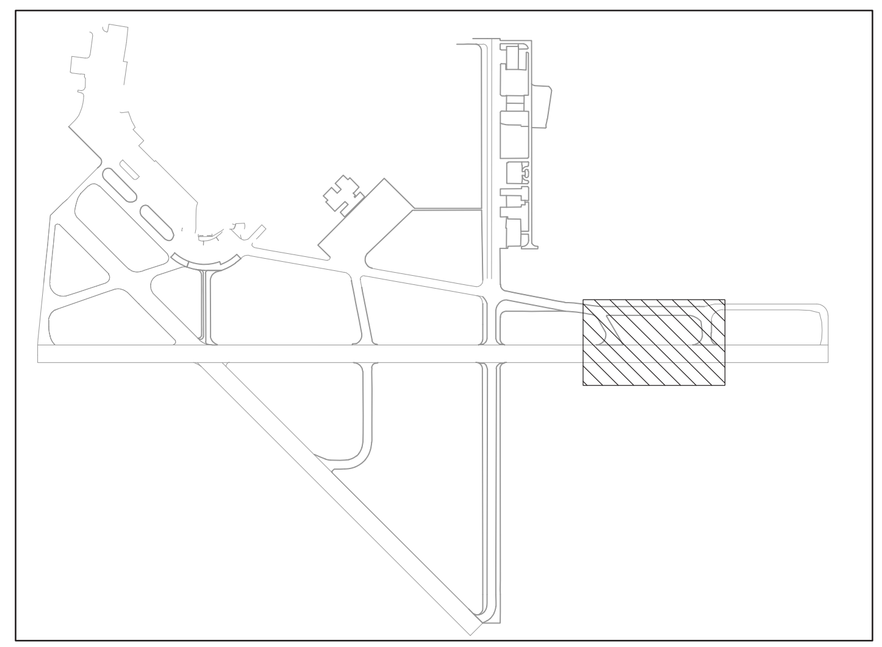
ADDITIVE ALTERNATE NOTE

1. ADDITIVE ALTERNATE 2 SHALL HAVE A DIFFERENT LIGHT SPACING THAN THE BASE BID. CONSTRUCTION METHODS SHALL REMAIN THE SAME.

0 25' 50' 100' 150'
(IN FEET)

GENERAL NOTE:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.



KEY MAP:

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING INSTALLATION PLAN IV - ADDITIVE ALTERNATE 2

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-204

SHEET NUMBER **34**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWDrawings\BPT_R12_E204_LP.dwg Last Save: 6/16/2015 2:59 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:18 PM Plotter used: DWG To PDF.pc3

File: N:\2014\141215\07 - BPT - RW 12-30 Recon and Resurfacing TWY\Drawings\BPT_R12_E205_LP.dwg Last Save: 6/16/2015 3:02 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:18 PM Plotter used: DWG To PDF.pc3

INSTALLATION KEYED NOTES:

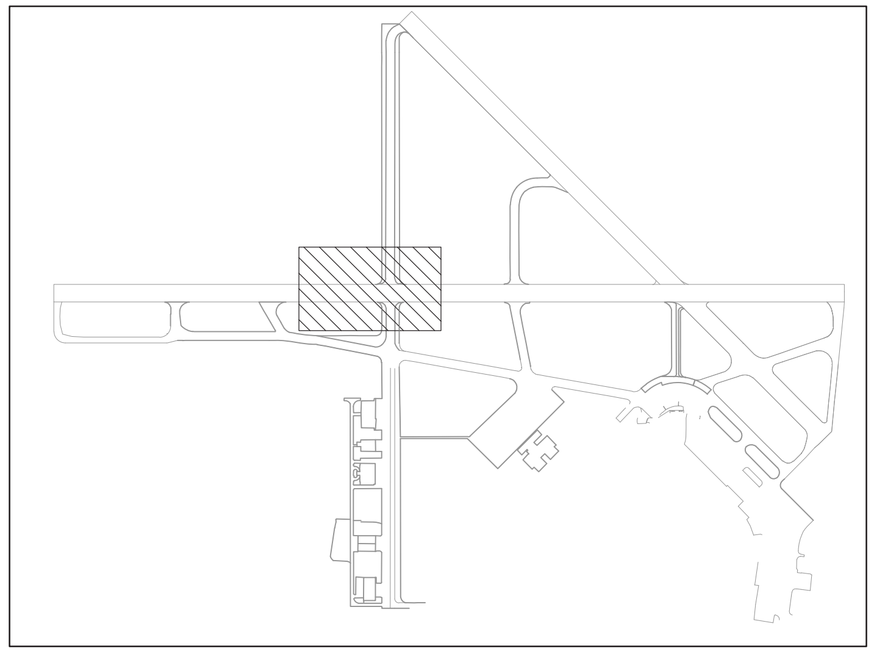
201 INSTALL NEW L-862 BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)
203 INSTALL NEW L-858 LED TYPE BASE MOUNTED GUIDANCE SIGN.
204 CONSTRUCT NEW 4-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.
207 INSTALL NEW CIRCUIT TRENCH TYPE "A". (TYPICAL OF 1 HASH MARK)
208 INSTALL NEW CIRCUIT TRENCH TYPE "B". (TYPICAL OF 2 HASH MARKS)
209 CONSTRUCT NEW 2-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.
215 INSTALL DRAINABLE AGGREGATE AREA AT INDICATED EDGE LIGHT. SEE DRAIN NOTE ON SHEET E-506, DETAIL 1, NOTE 4.
219 INSTALL NEW SURGE ARRESTOR IN LINE WITH THE SERIES CIRCUIT. INSTALL BRASS INPAVEMENT MARKER ON CONCRETE LIGHT BASE ENGRAVED WITH "SA".
220 INSTALL NEW AIRCRAFT RATED HANDHOLE.
222 INSTALL NEW CONCRETE DUCT MARKER.
223 INSTALL NEW L-858 LED TYPE BASE MOUNTED GUIDANCE SIGN WITHIN EXISTING PAVED SHOULDER.

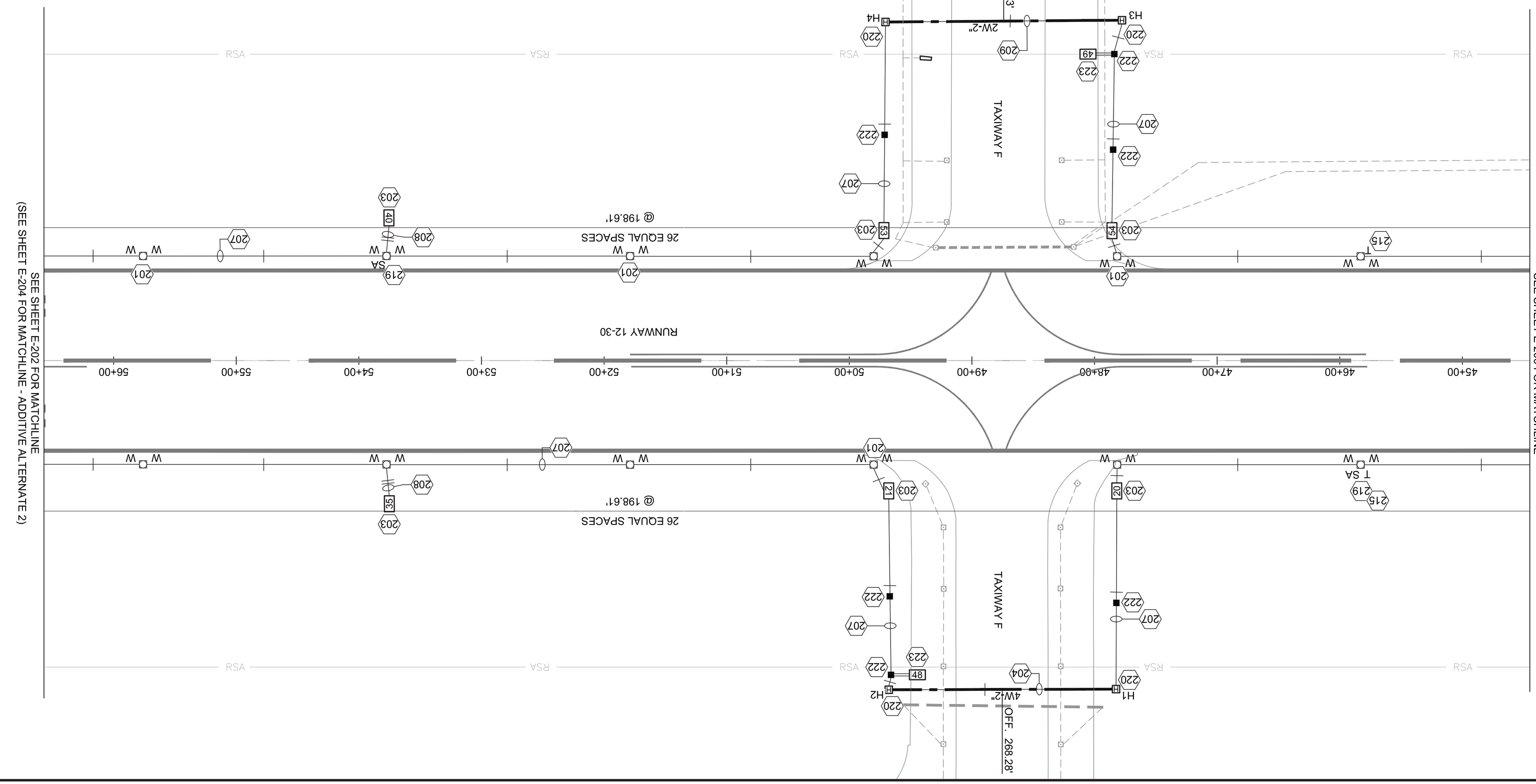
GENERAL NOTE:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.

0 25' 50' 100' 150'
(IN FEET)

KEY MAP:





GARVER

REGISTRATION NO.
F-5713

DIGITALLY SIGNED
07/08/2015

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING INSTALLATION PLAN V - ADDITIVE ALTERNATE 2

JOB NO.: 141215O7
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-205

SHEET NUMBER
35

INSTALLATION KEYED NOTES:

201 INSTALL NEW L-862 BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

203 INSTALL NEW L-858 LED TYPE BASE MOUNTED GUIDANCE SIGN.

207 INSTALL NEW CIRCUIT TRENCH TYPE "A". (TYPICAL OF 1 HASH MARK)

208 INSTALL NEW CIRCUIT TRENCH TYPE "B". (TYPICAL OF 2 HASH MARKS)

209 CONSTRUCT NEW 2-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.

211 INSTALL NEW L-850C FLUSH MOUNTED INPAVEMENT RUNWAY EDGE LIGHT.

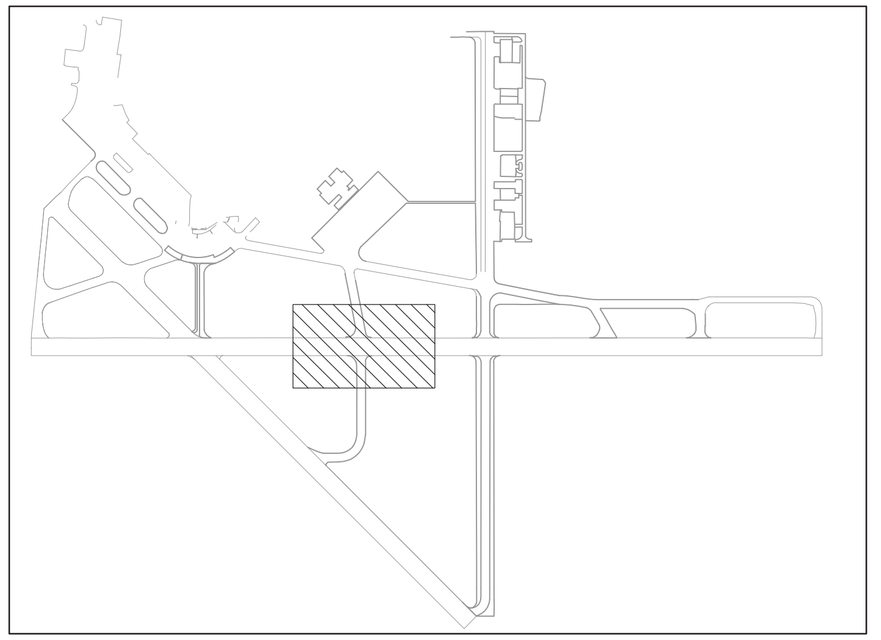
215 INSTALL DRAINABLE AGGREGATE AREA AT INDICATED EDGE LIGHT. SEE DRAIN NOTE ON SHEET E-506, DETAIL 1, NOTE 4.

218 SAWCUT EXISTING PAVEMENT AND INSTALL NEW 1-WAY 2"C CONCRETE ENCASED CONDUIT.

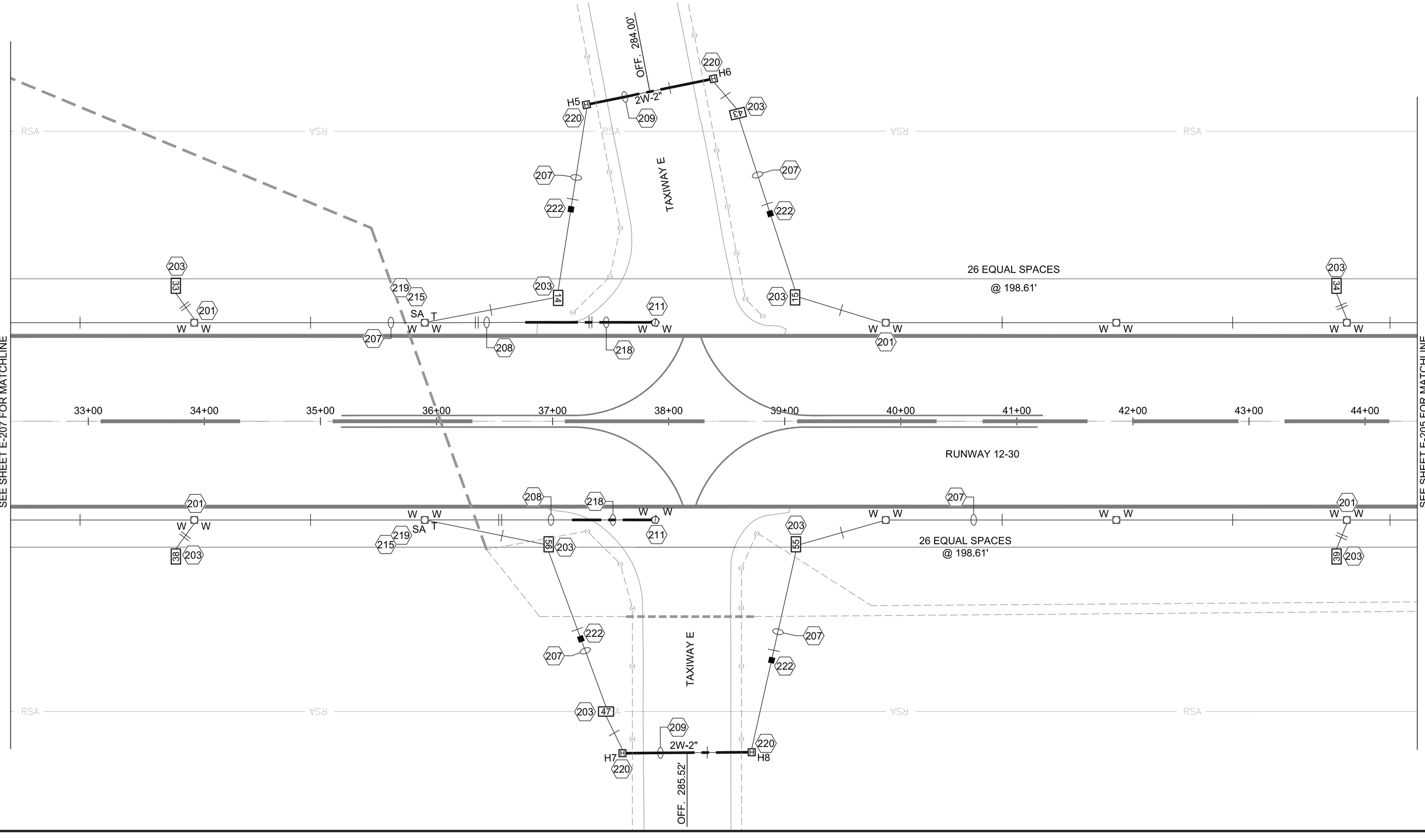
219 INSTALL NEW SURGE ARRESTOR IN LINE WITH THE SERIES CIRCUIT. INSTALL BRASS INPAVEMENT MARKER ON CONCRETE LIGHT BASE ENGRAVED WITH "SA".

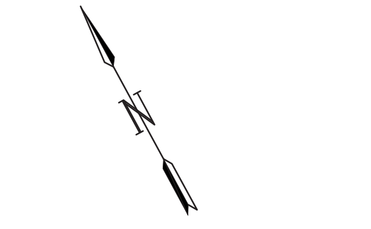
220 INSTALL NEW AIRCRAFT RATED HANDHOLE.

222 INSTALL NEW CONCRETE DUCT MARKER.



KEY MAP:





GENERAL NOTE:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING INSTALLATION PLAN VI - ADDITIVE ALTERNATE 2

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-206

SHEET NUMBER **36**

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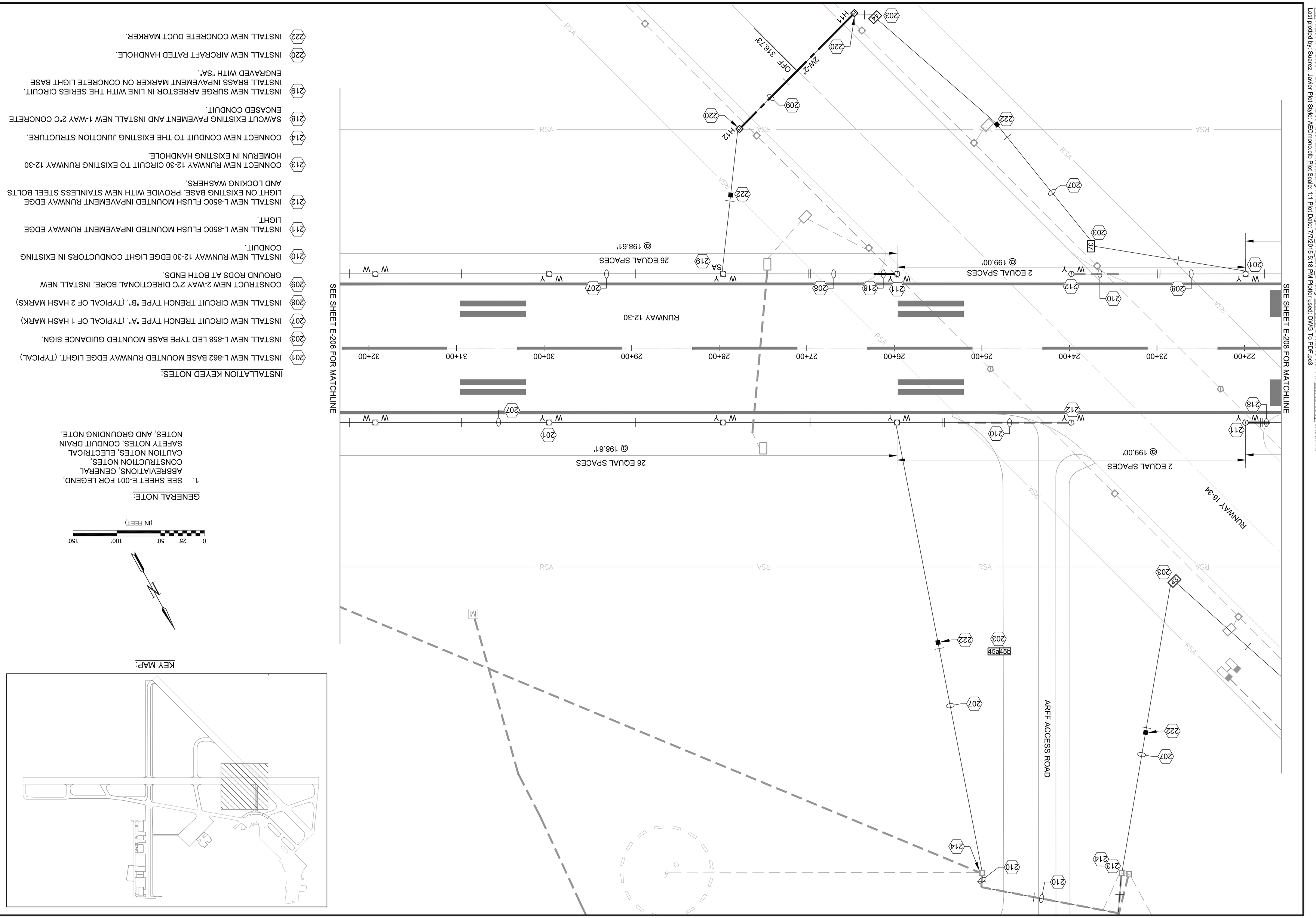
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:18 PM Plotter used: DWG To PDF.pc3



INSTALLATION KEYED NOTES:

201 INSTALL NEW L-862 BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

203 INSTALL NEW L-858 LED TYPE BASE MOUNTED GUIDANCE SIGN.

207 INSTALL NEW CIRCUIT TRENCH TYPE "A". (TYPICAL OF 1 HASH MARK)

208 INSTALL NEW CIRCUIT TRENCH TYPE "B". (TYPICAL OF 2 HASH MARKS)

209 CONSTRUCT NEW 2-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.

210 INSTALL NEW RUNWAY 12-30 EDGE LIGHT CONDUCTORS IN EXISTING CONDUIT.

211 INSTALL NEW L-850C FLUSH MOUNTED INPAVEMENT RUNWAY EDGE LIGHT.

212 INSTALL NEW L-850C FLUSH MOUNTED INPAVEMENT RUNWAY EDGE LIGHT ON EXISTING BASE. PROVIDE WITH NEW STAINLESS STEEL BOLTS AND LOCKING WASHERS.

213 CONNECT NEW RUNWAY 12-30 CIRCUIT TO EXISTING RUNWAY 12-30 HOMERUN IN EXISTING HANDHOLE.

214 CONNECT NEW CONDUIT TO THE EXISTING JUNCTION STRUCTURE.

218 SAWCUT EXISTING PAVEMENT AND INSTALL NEW 1-WAY 2"C CONCRETE ENCASED CONDUIT.

219 INSTALL NEW SURGE ARRESTOR IN LINE WITH THE SERIES CIRCUIT. INSTALL BRASS INPAVEMENT MARKER ON CONCRETE LIGHT BASE ENGRAVED WITH "SA".

220 INSTALL NEW AIRCRAFT RATED HANDHOLE.

222 INSTALL NEW CONCRETE DUCT MARKER.

GENERAL NOTE:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.

(IN FEET) 0 25' 50' 100' 150'

KEY MAP:

GARVER

REGISTRATION NO. F-5713

DIGITALLY SIGNED 07/08/2015

STATE OF TEXAS · MATTHEW C. LEMAY · 112269 · LICENSED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY

LIGHTING INSTALLATION PLAN VII - ADDITIVE ALTERNATE 2

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING 0" 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER **E-207**

SHEET NUMBER **37**

JACK BROOKS REGIONAL AIRPORT

JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

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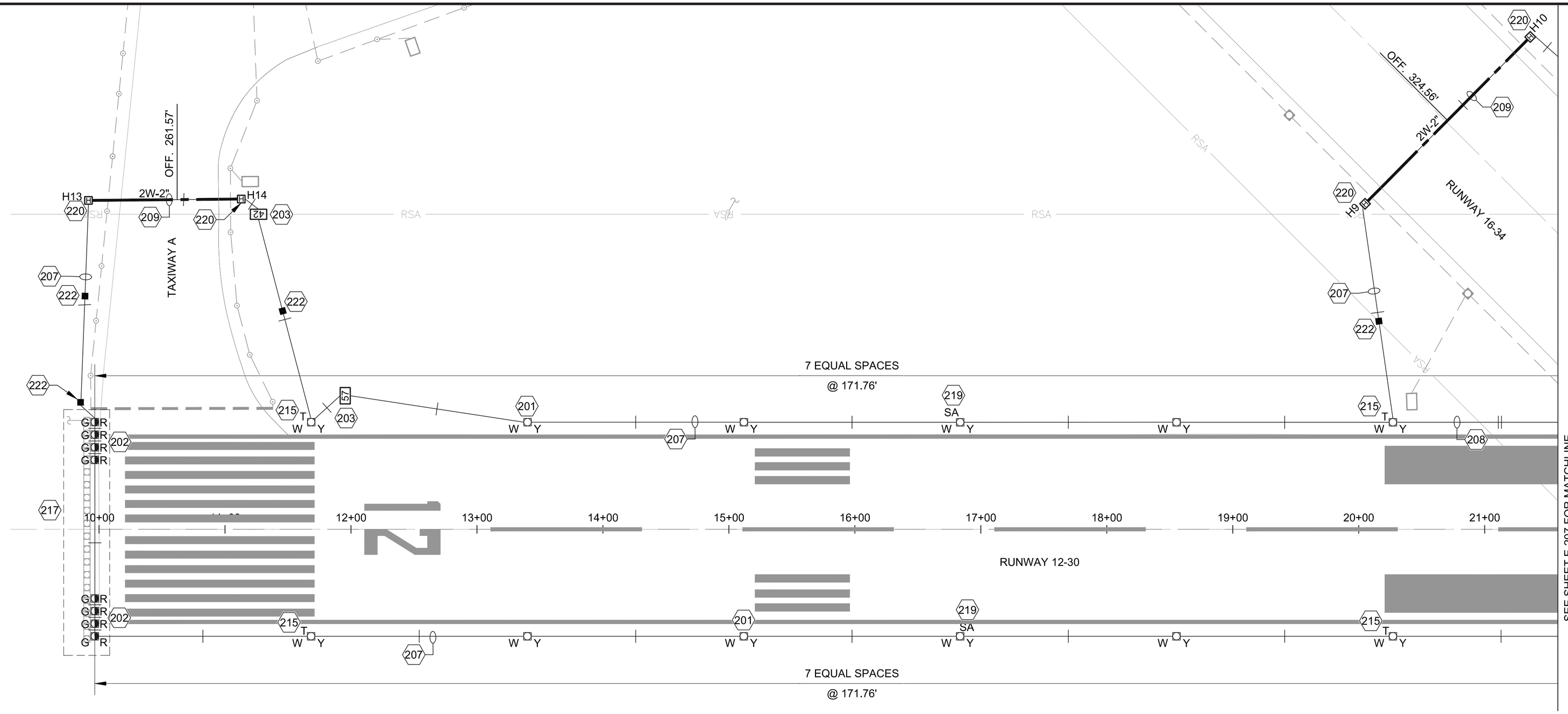
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:18 PM Plotter used: DWG To PDF.pc3



INSTALLATION KEYED NOTES:

201 INSTALL NEW L-862 BASE MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)

202 INSTALL NEW L-862E BASE MOUNTED RUNWAY THRESHOLD/END LIGHT. (TYPICAL OF 4)

203 INSTALL NEW L-858 LED TYPE BASE MOUNTED GUIDANCE SIGN.

207 INSTALL NEW CIRCUIT TRENCH TYPE "A". (TYPICAL OF 1 HASH MARK)

208 INSTALL NEW CIRCUIT TRENCH TYPE "B". (TYPICAL OF 2 HASH MARKS)

209 CONSTRUCT NEW 2-WAY 2"C DIRECTIONAL BORE. INSTALL NEW GROUND RODS AT BOTH ENDS.

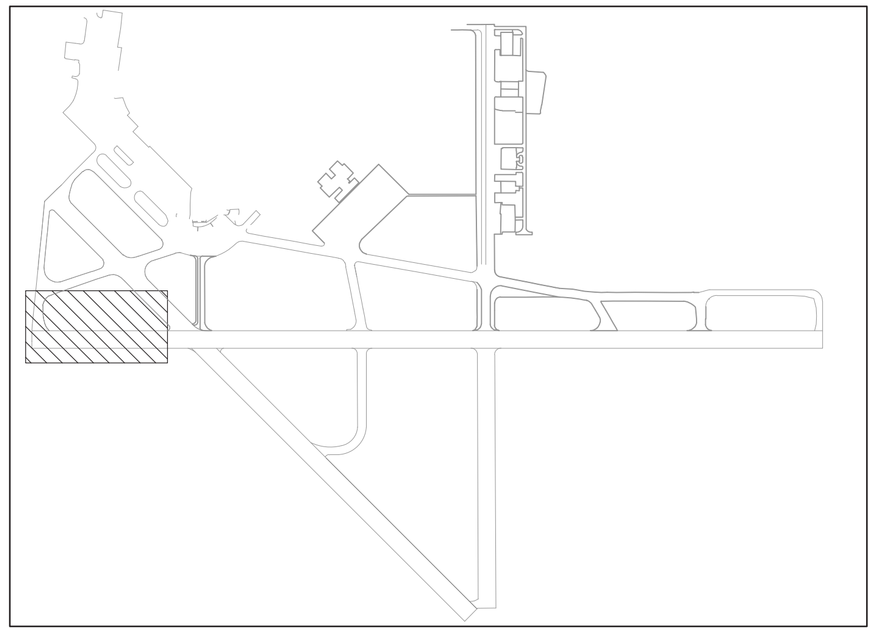
215 INSTALL DRAINABLE AGGREGATE AREA AT INDICATED EDGE LIGHT. SEE DRAIN NOTE ON SHEET E-506, DETAIL 1, NOTE 4.

217 SEE ENHANCED DETAIL ON SHEET E-507.

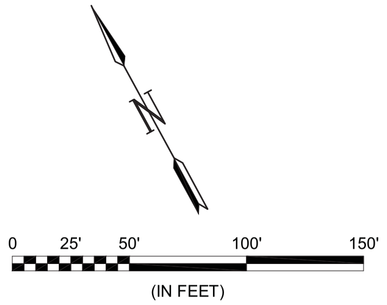
219 INSTALL NEW SURGE ARRESTOR IN LINE WITH THE SERIES CIRCUIT. INSTALL BRASS INPAVEMENT MARKER ON CONCRETE LIGHT BASE ENGRAVED WITH "SA".

220 INSTALL NEW AIRCRAFT RATED HANDHOLE.

222 INSTALL NEW CONCRETE DUCT MARKER.



KEY MAP:



GENERAL NOTE:

1. SEE SHEET E-001 FOR LEGEND, ABBREVIATIONS, GENERAL CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, CONDUIT DRAIN NOTES, AND GROUNDING NOTE.

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

LIGHTING INSTALLATION PLAN VIII - ADDITIVE ALTERNATE 2

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-208

SHEET NUMBER **38**

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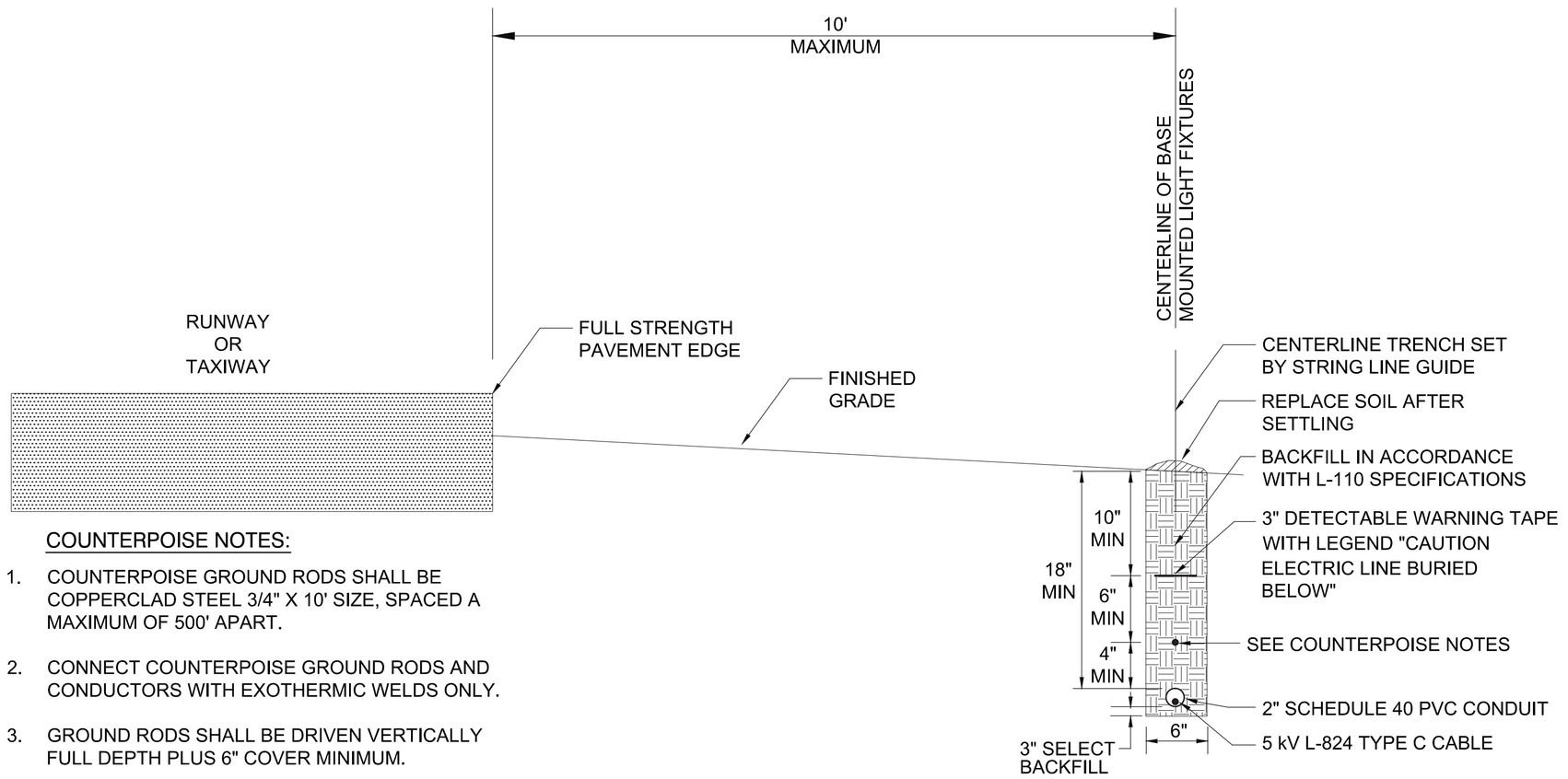
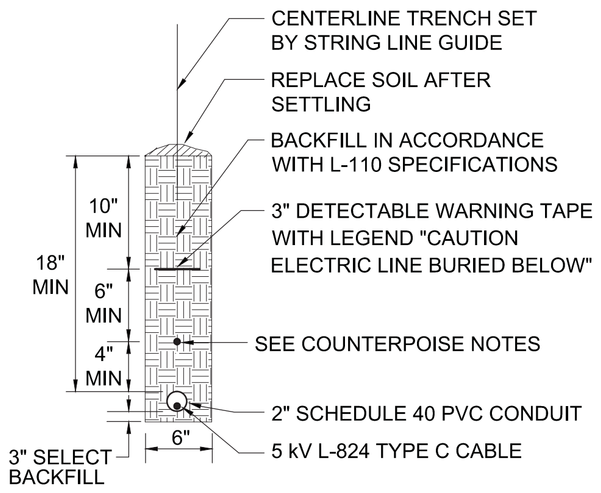
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:19 PM Plotter used: DWG To PDF.pc3



COUNTERPOISE NOTES:

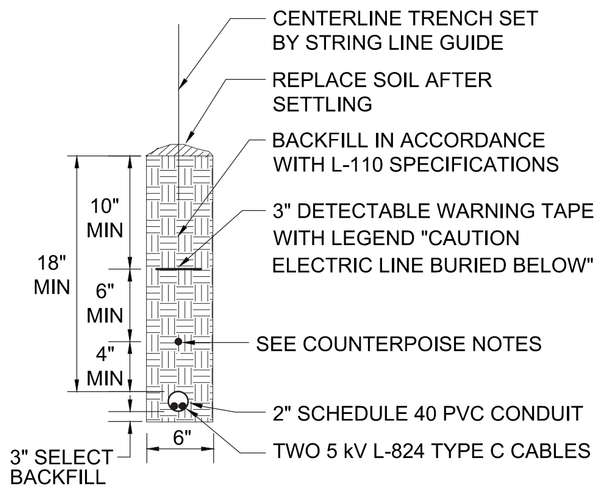
1. COUNTERPOISE GROUND RODS SHALL BE COPPERCLAD STEEL 3/4" X 10' SIZE, SPACED A MAXIMUM OF 500' APART.
2. CONNECT COUNTERPOISE GROUND RODS AND CONDUCTORS WITH EXOTHERMIC WELDS ONLY.
3. GROUND RODS SHALL BE DRIVEN VERTICALLY FULL DEPTH PLUS 6" COVER MINIMUM.
4. THE COUNTERPOISE SHALL BE INSTALLED 4" MINIMUM ABOVE THE CONDUIT.

TRENCH TYPE "A" SHOWN



TYPE "A"

ONE L-824C CABLE
AND ONE CONDUIT

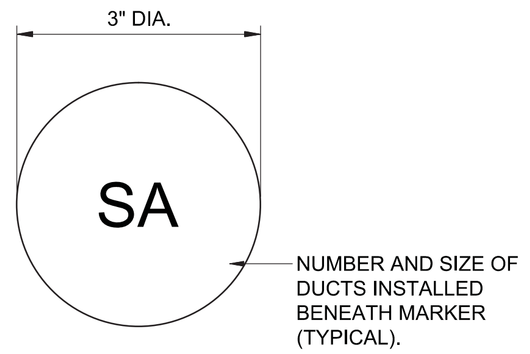


TYPE "B"

TWO L-824C CABLES
AND ONE CONDUIT

BASE MOUNTED FIXTURES AND CONDUIT TRENCH DETAILS (CURRENT SYSTEM)

1 / E-501 — SCALE: NONE

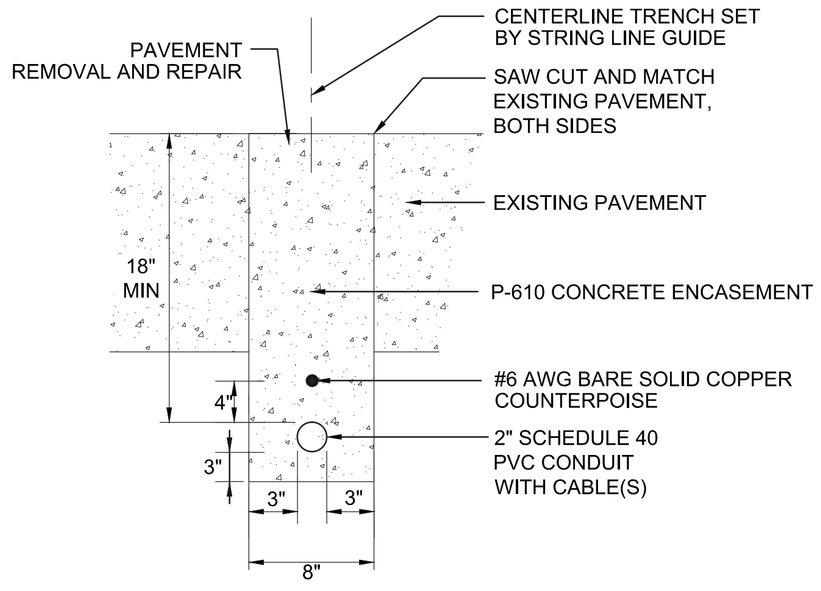


MARKER NOTES:

1. 3" DIAMETER FLAT BRONZE MARKER FOR CONCRETE, LETTERS 1/2" HIGH, RECESS MOUNTED FLUSH WITH TOP OF PAVEMENT, EPOXY IN PLACE.

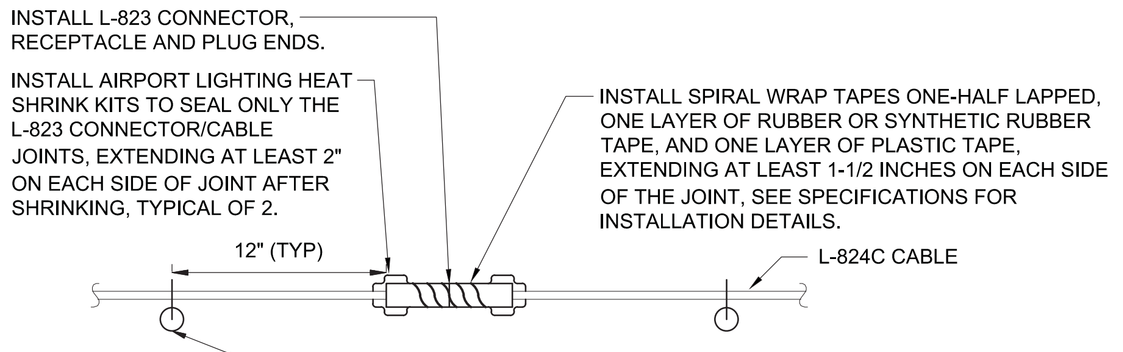
BRONZE SURGE ARRESTOR MARKER

4 / E-501 — SCALE: NONE



CONDUIT INSTALLATION-CONCRETE REPAIR

5 / E-501 — SCALE: NONE

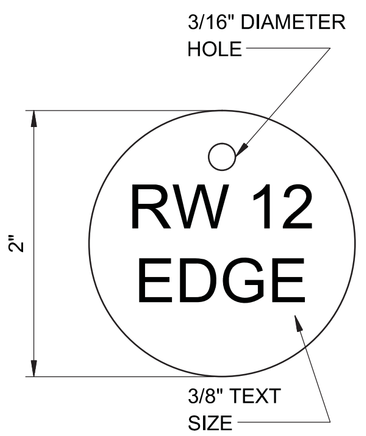


CONNECTOR NOTES:

1. UTILIZE L-823 CONNECTORS ON THE CABLES IN EACH MANHOLE, HANDHOLE, LIGHT BASE, OR OTHER ACCESSIBLE LOCATION.
2. PROVIDE CABLE IN CONTINUOUS LENGTHS FOR HOME RUNS OR OTHER LONG CABLE RUNS WITHOUT CONNECTIONS, UNLESS AUTHORIZED IN WRITING BY THE ENGINEER OR SHOWN ON THE PLANS.
3. INSTALL 2-PIECE HEAT SHRINK KIT ON PRIMARY CABLE CONNECTORS.
4. DO NOT INSTALL HEAT SHRINK ON SECONDARY CABLE CONNECTORS OF THE ISOLATION TRANSFORMERS.

L-823 CONNECTOR INSTALLATION FOR CAN AND CONDUIT SYSTEM

2 / E-501 — SCALE: NONE



CABLE TAG NOTES:

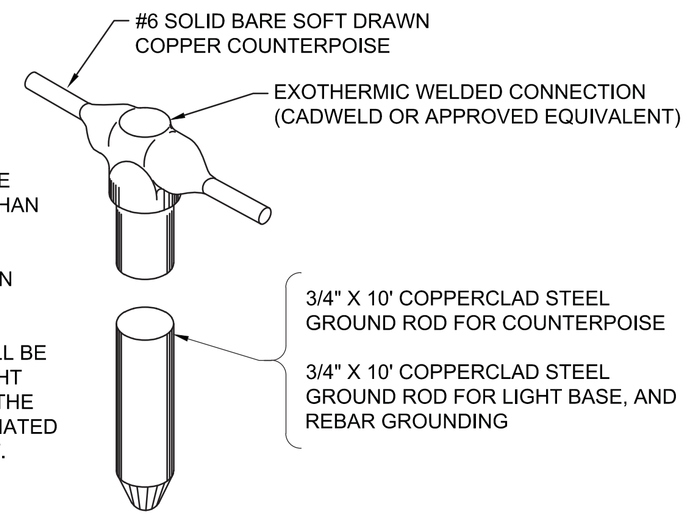
1. ALL CABLES SHALL BE IDENTIFIED. INSTALL CABLE TAGS IN ALL ACCESSIBLE LOCATIONS INCLUDING JUNCTION BOXES, PULL BOXES, MANHOLES, HANDHOLES, AND LIGHT BASES.
2. INSTALL CABLE TAGS 12" FROM THE L-823 CONNECTORS. IF NO CONNECTORS ARE REQUIRED, INSTALL A CABLE TAG NEAR EACH CABLE ENTRANCE VIA DUCT OR CONDUIT.
3. CABLE IDENTIFICATION TAGS SHALL BE MADE FROM A NON-CORROSIVE MATERIAL WITH THE CIRCUIT AND/OR LOOP IDENTIFICATION NUMBER STAMPED OR ETCHED ONTO THE TAG.
4. TAGS SHALL BE CIRCULAR IN SHAPE, 2-INCH MINIMUM DIAMETER AND 20 GAUGE STAINLESS STEEL.
5. SECURE EACH TAG TO THE CABLE USING WEATHER AND ULTRAVIOLET RESISTANT NYLON CABLE TIES.
6. TAG IDENTIFICATION TEXT SHALL BE COORDINATED WITH THE OWNER AND THE ENGINEER DURING SUBMITTALS PRIOR TO THE WORK.

TYPICAL CABLE TAG

3 / E-501 — SCALE: NONE

NOTES:

1. GROUND RODS SHALL BE INSTALLED NOT MORE THAN 500 FEET APART FOR COUNTERPOISE AND AS SHOWN ON LAYOUT PLAN SHEETS.
2. ONE GROUND ROD SHALL BE INSTALLED AT EACH LIGHT BASE FOR GROUNDING THE LIGHT BASE AND ASSOCIATED STEEL REINFORCEMENT.



TYPICAL GROUND ROD CONNECTION

6 / E-501 — SCALE: NONE

GARVER

REGISTRATION NO.
F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
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LICENSED
PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL
DETAILS I

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-501

SHEET NUMBER **39**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWI\Drawings\BPT_R12_E501_ED.dwg Last Save: 6/16/2015 3:07 PM Last saved by: JKSchmitt
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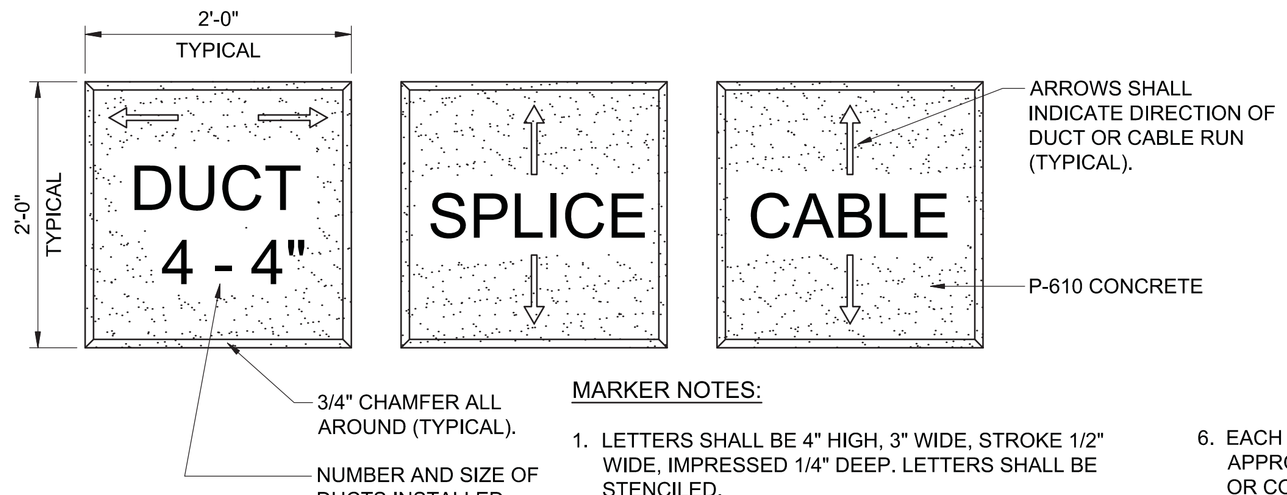
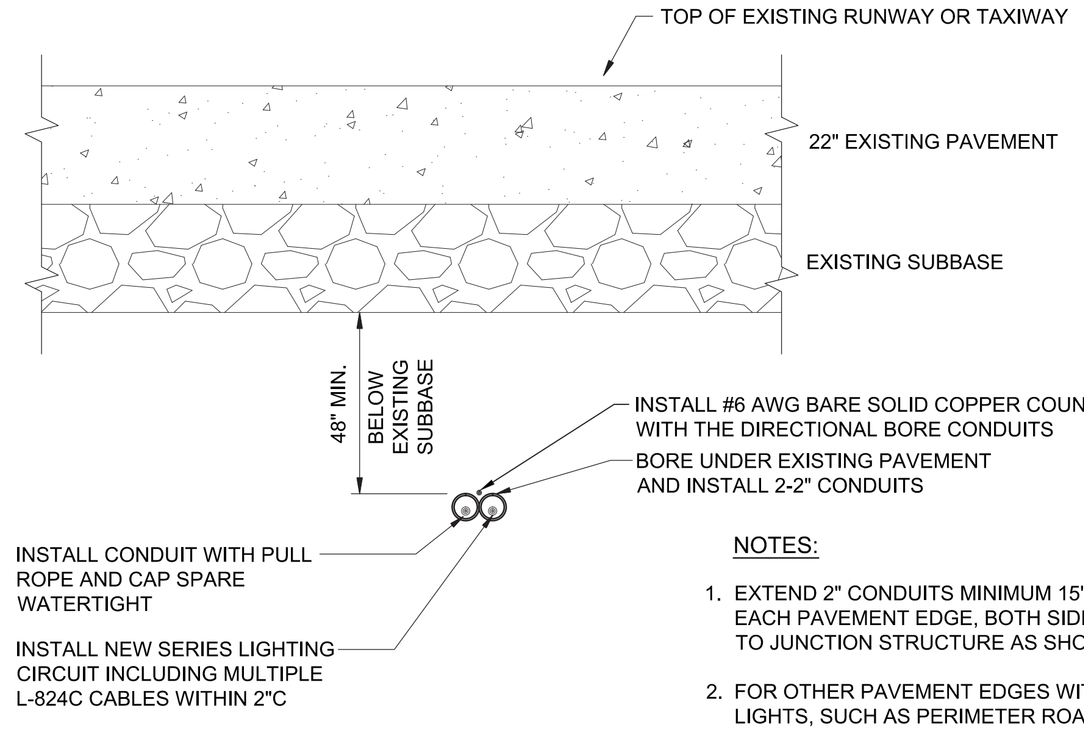


MARKER NOTES:

1. LETTERS SHALL BE 4" HIGH, 3" WIDE, STROKE 1/2" WIDE, IMPRESSED 1/4" DEEP. LETTERS SHALL BE STENCILED.
2. MARKERS SHALL BE 4" THICK MINIMUM AND PROJECT 1" A.F.G. MAXIMUM.
3. MARKERS SHALL BE PAINTED AVIATION ORANGE.
4. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
5. CABLE AND SPLICE MARKERS SHALL IDENTIFY THE CIRCUITS WHICH THE CABLES BELONG TO.
6. EACH DUCT OR CONDUIT RUN SHALL BE MARKED APPROXIMATELY EVERY 200 FEET ALONG THE DUCT OR CONDUIT RUN, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF DUCT OR CONDUIT RUN.
7. EMPLOY THE FOLLOWING METHODS WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED:
   A. REDUCE THE LETTER SIZE TO 3" HIGH, 2" WIDE.
   B. INCREASE THE MARKER SIZE TO 30" X 30" MAX.
   C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.

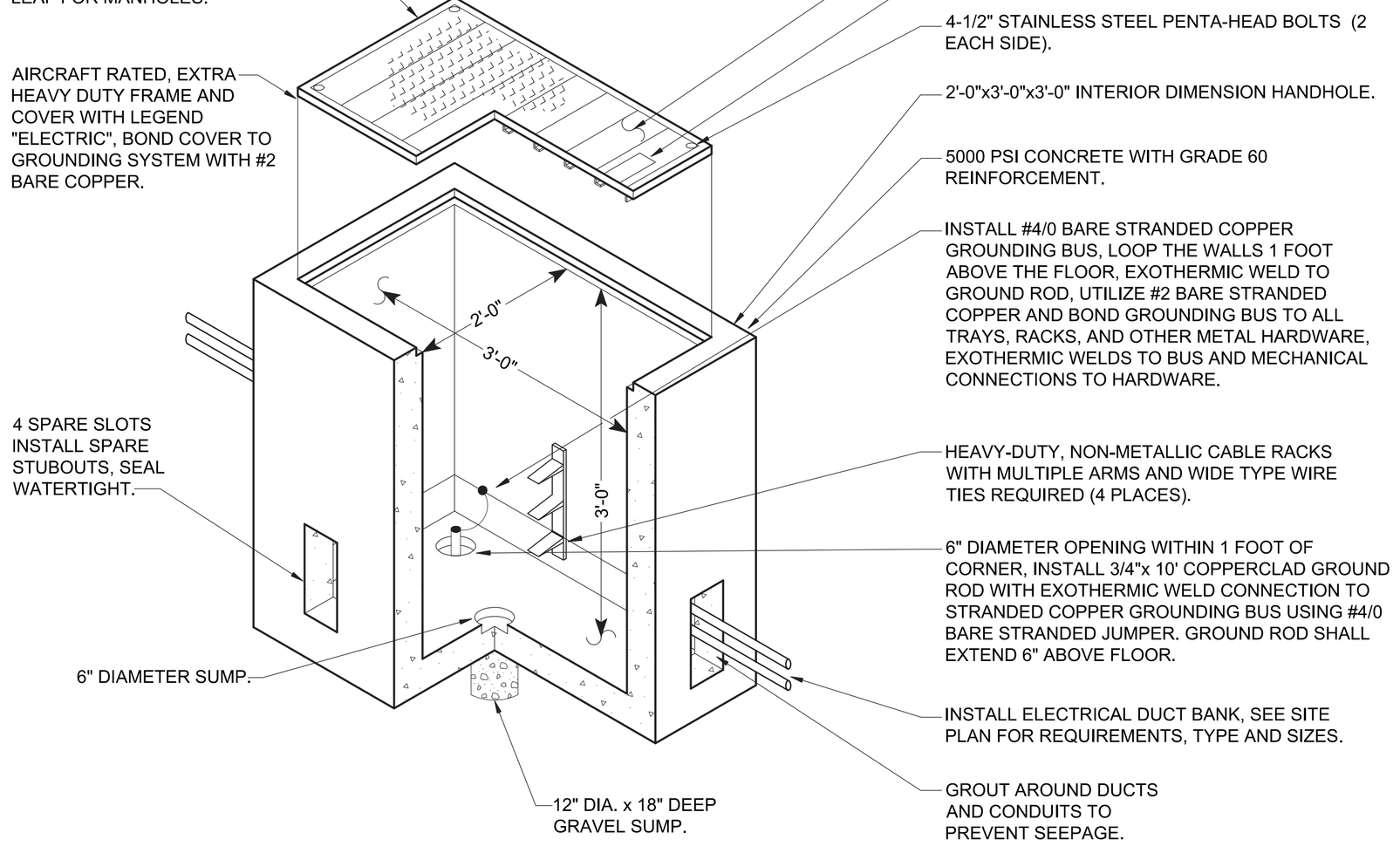
1 / E-502 — CONCRETE SLAB MARKERS
SCALE: NONE



2 / E-502 — DIRECTIONAL BORING CONDUITS
SCALE: NONE

NOTES:

1. EXTEND 2" CONDUITS MINIMUM 15' BEYOND EACH PAVEMENT EDGE, BOTH SIDES, OR EXTEND TO JUNCTION STRUCTURE AS SHOWN ON PLANS.
2. FOR OTHER PAVEMENT EDGES WITHOUT EDGE LIGHTS, SUCH AS PERIMETER ROADS, EXTEND 2" CONDUITS MINIMUM 10' BEYOND EACH PAVEMENT EDGE, BOTH SIDES.
3. INSTALL DUCT MARKERS AT EACH END FOR DUCT BORES AND SAW CUT LOCATIONS.
4. INSTALL 3/4" x 10' COPPERCLAD STEEL GROUND RODS AT EACH END OF ELECTRICAL DUCT AND BOND COUNTERPOISES USING EXOTHERMIC WELDS.
5. BORING LOCATION SHALL BE MINIMUM 10' BEYOND RUNWAY SAFETY AREA BOUNDARY UNLESS OTHERWISE NOTED.
6. INSTALL WATERTIGHT FACTORY PLUG ON SPARE CONDUIT ENDS.



HANDHOLE INSTALLATION NOTES:

1. PRECAST AIRCRAFT RATED CONCRETE HANDHOLE AND GALVANIZED STEEL COVER SHALL BE DESIGNED FOR THE FOLLOWING LOADINGS (PER AC 150/5320-6):
   A. HANDHOLE COVERS FOR 100,000 LB. WHEEL LOADS WITH 250 PSI TIRE PRESSURE.
   B. FOR SPANS OF 2 FEET OR LESS IN THE LEAST DIRECTION, A UNIFORM LIVE LOAD OF 250 PSI.
   C. FOR SPANS OF 2 FEET OR GREATER IN THE LEAST DIRECTION, THE DESIGN WILL BE BASED ON THE NUMBER OF WHEELS WHICH WILL FIT THE SPAN. WHEEL LOADS OF 50,000 TO 75,000 LB. SHOULD BE CONSIDERED.
2. ALL CABLE THROUGH HANDHOLE SHALL HAVE SUFFICIENT SLACK SO CABLE AND CONNECTOR CAN BE BROUGHT TO SURFACE FOR SPLICING, PROVIDE MINIMUM 5' SLACK FOR EACH CABLE ENTERING HANDHOLE.
3. EACH CABLE SHALL BE IDENTIFIED WITH WIRE MARKER GIVING CIRCUIT NUMBER.
4. RACK AND SECURE ALL CABLES. MAINTAIN MINIMUM 6" SEPARATION DISTANCE BETWEEN 5kV AND 600V CIRCUITS.
5. TAG LIGHTING CIRCUIT CABLES IN ALL CONCRETE STRUCTURES (TWO REQUIRED PER CABLE).
6. AT ROD OPENING, DRIVE GROUND ROD INTO EARTH LEAVING 6" EXTENDING ABOVE FLOOR. SEAL HOLE WATERTIGHT WITH PORTLAND CEMENT GROUT AROUND ROD.
7. SUBMIT LAYOUT OF EACH HANDHOLE FOR APPROVAL BY ENGINEER, INDICATING ELECTRICAL DUCT, CONDUIT AND SPARE STUBOUTS.
8. PROVIDE HANDHOLES WITH SPARE DUCT SLOTS IN EACH EMPTY FACE, WATERTIGHT.
9. EXCAVATION AND BACKFILL NECESSARY FOR THE CONSTRUCTION OF THE HANDHOLE SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIFICATION REQUIREMENTS.
10. PROVIDE WATERTIGHT CONDUIT BUSHING AND WATERTIGHT SEALS FOR ALL DIRECT BURIED CABLES ENTERING THE HANDHOLE VIA A CONDUIT STUBOUT.
11. COVER SHALL BE 1" MAXIMUM ABOVE FINISHED GRADE. AREA SURROUNDING HANDHOLE SHALL BE GRADED TO DRAIN AWAY FROM HANDHOLE.
12. BOND AND GROUND COVER AND FRAME TO ROD USING BRAIDED COPPER GROUND STRAP EQUIVALENT AMPACITY TO #2 AWG STRANDED COPPER WIRE.
13. GRADE THE AREA AROUND THE HANDHOLE 10' IN ALL DIRECTIONS SUCH TO PREVENT WATER AND DIRT ACCUMULATION ACROSS THE TOP OF THE COVER AND ALLOW WATER TO DRAIN AWAY FROM THE HANDHOLE.
14. INSTALL PULLING IRONS IN EACH FACE.

3 / E-502 — PREFABRICATED CONCRETE HANDHOLE
SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX
RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL DETAILS II

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-502

SHEET NUMBER **40**

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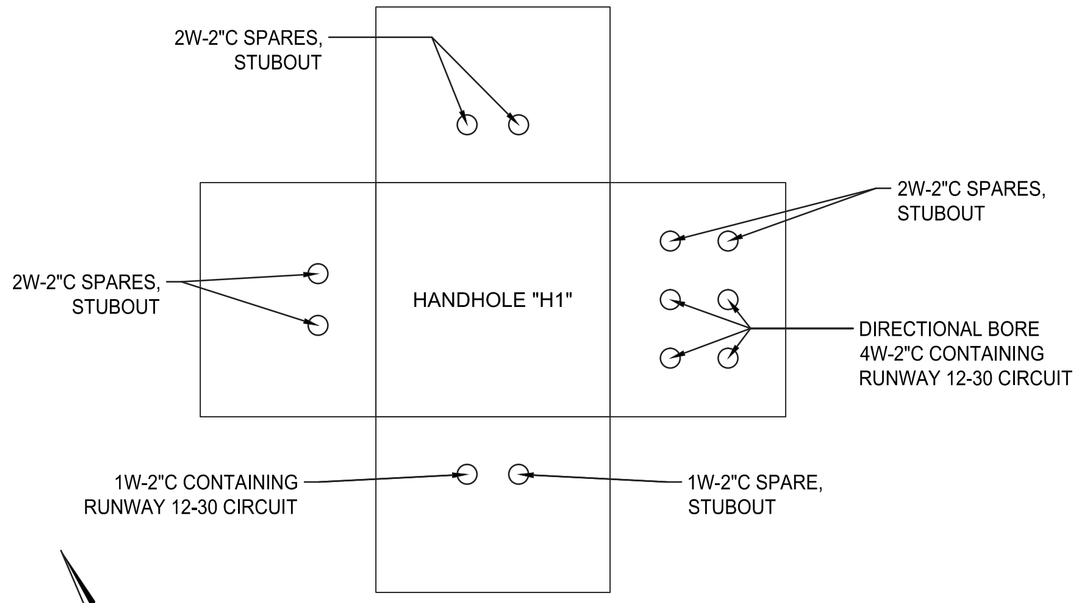
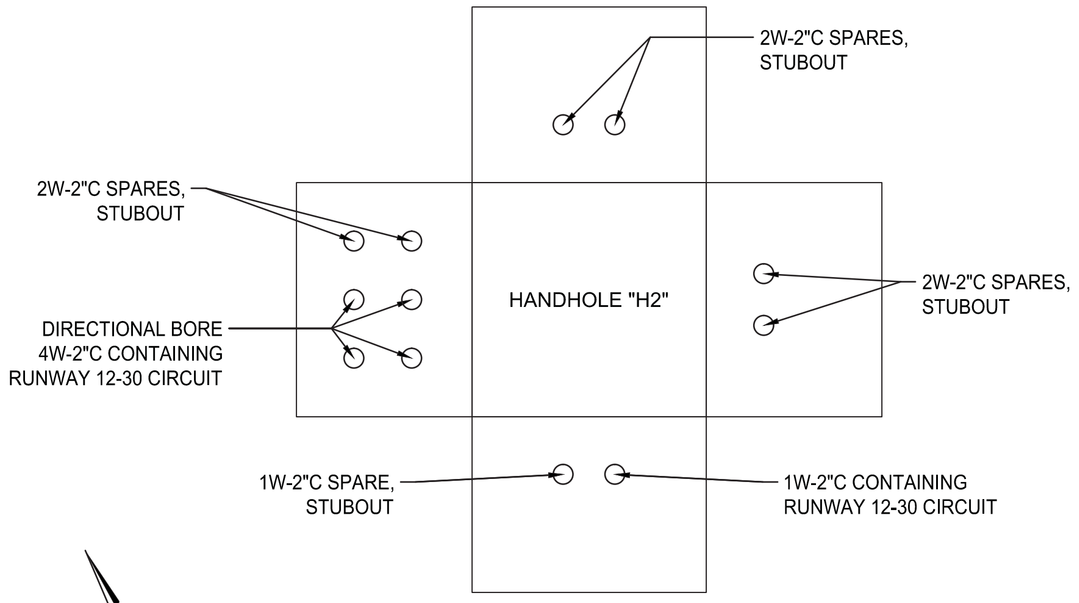
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:19 PM Plotter used: DWG To PDF.pc3



1 E-503 HANDHOLE LAYOUT "H1"
SCALE: NONE



2 E-503 HANDHOLE LAYOUT "H2"
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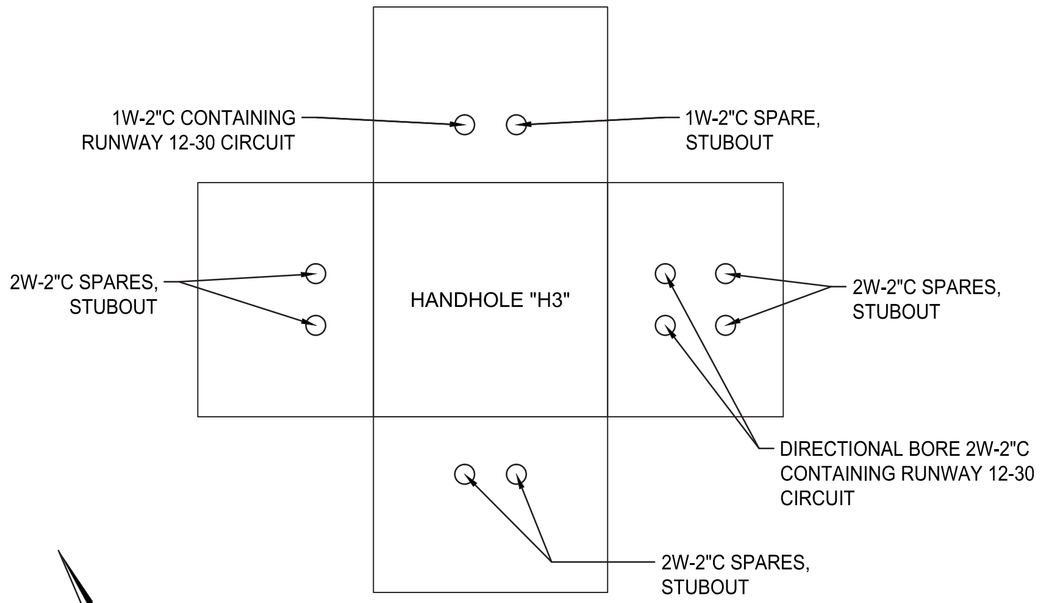

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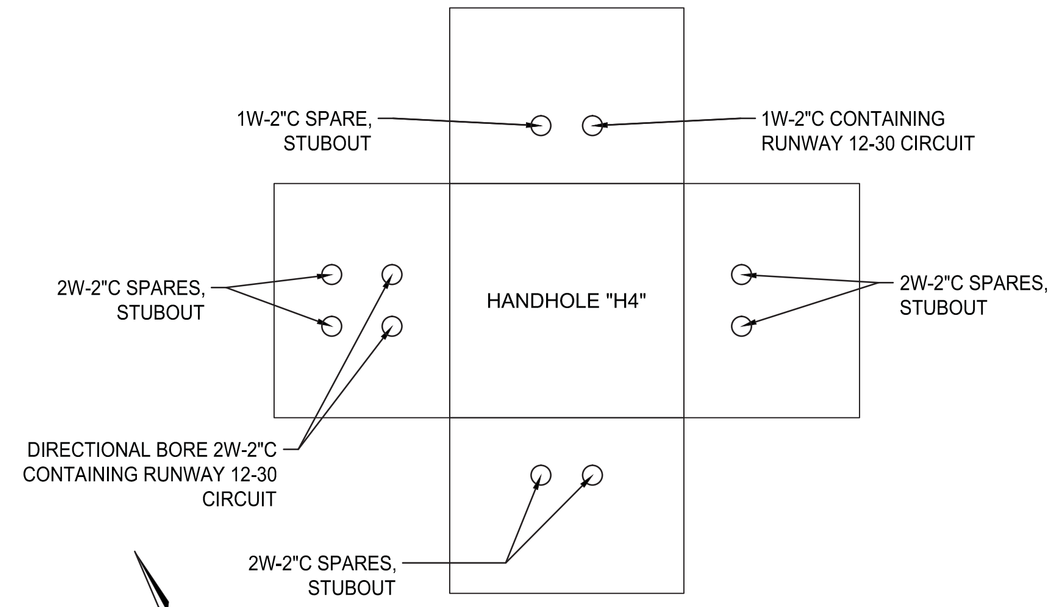

4 E-503 HANDHOLE LAYOUT "H4"
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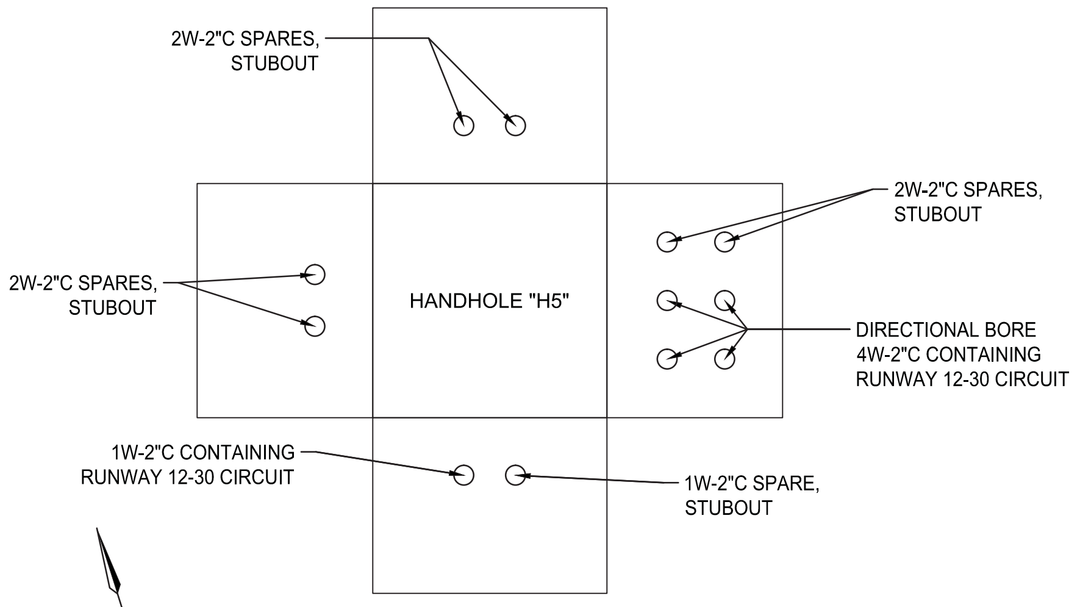

5 E-503 HANDHOLE LAYOUT "H5"
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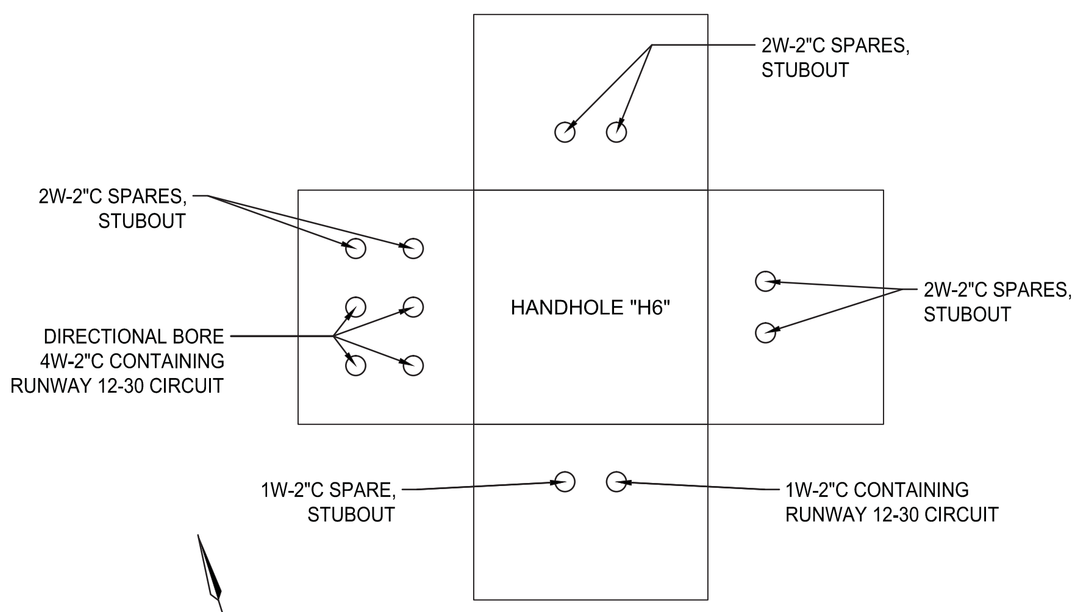
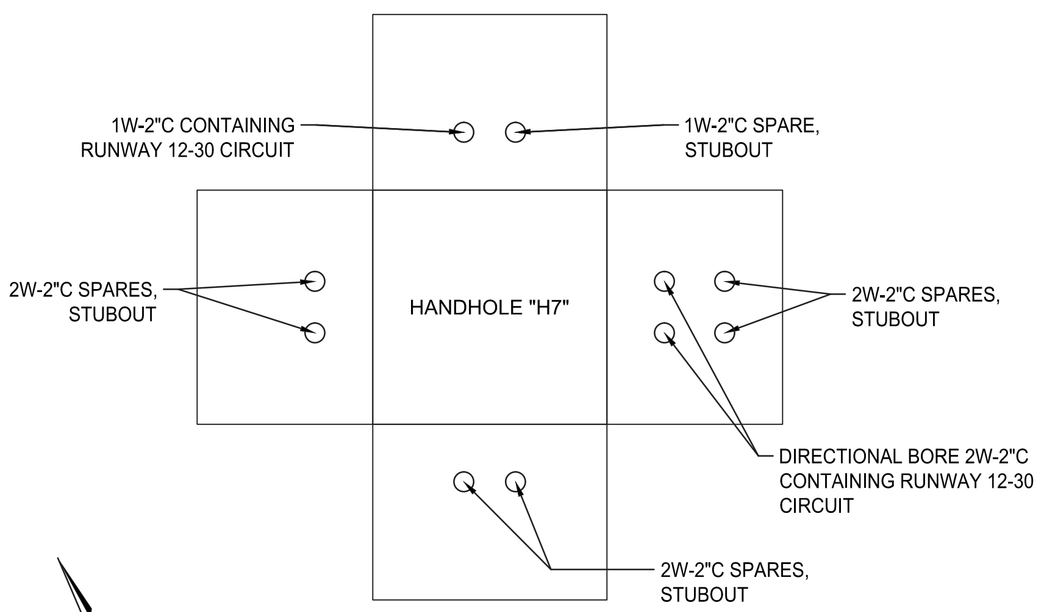


6 E-503 HANDHOLE LAYOUT "H6"
SCALE: NONE



7 E-503 HANDHOLE LAYOUT "H7"
SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL DETAILS III

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
E-503

SHEET NUMBER **41**

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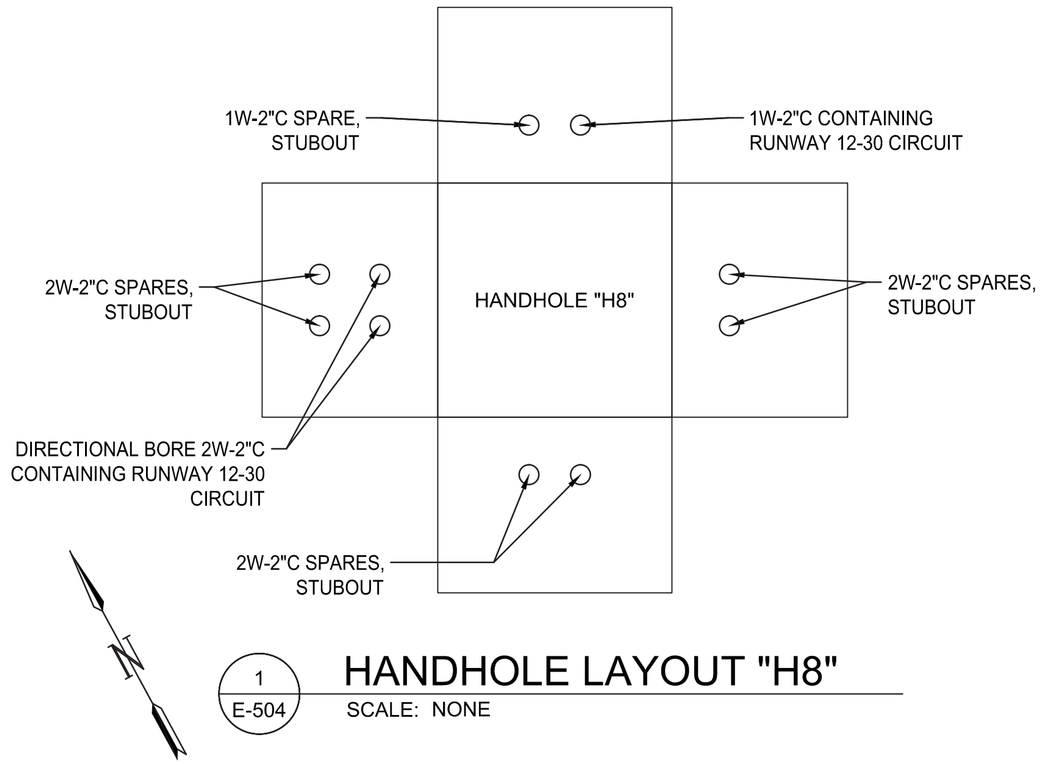
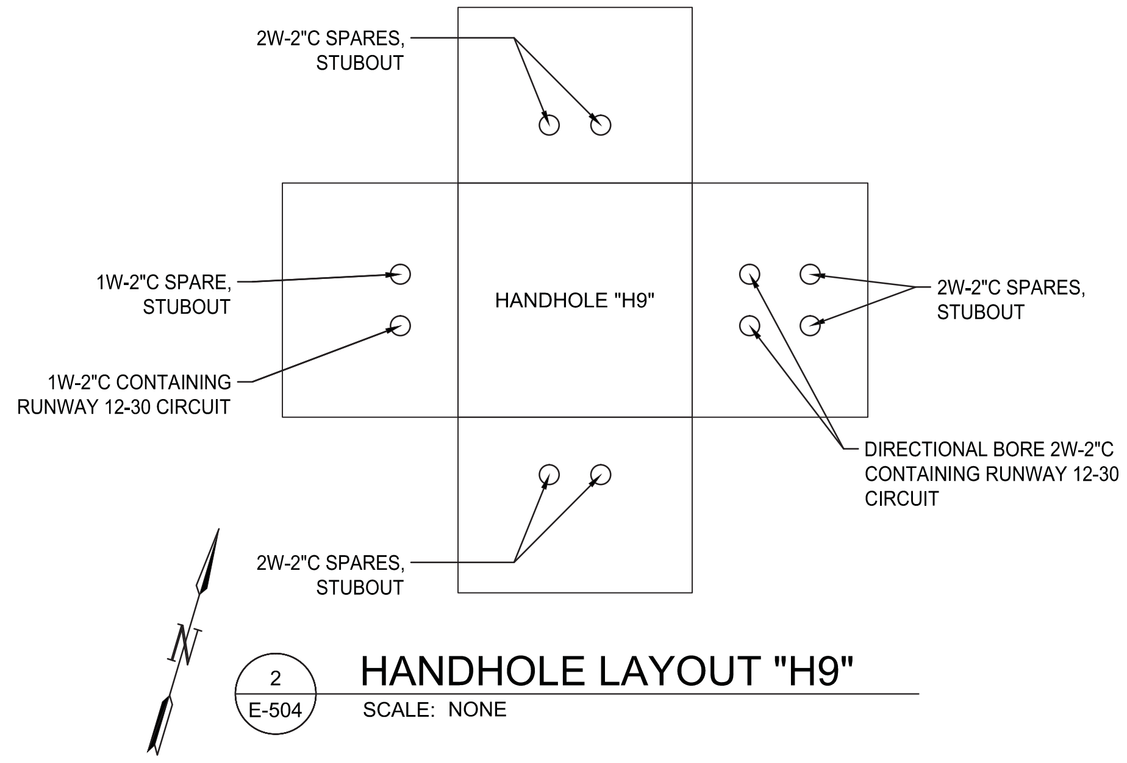
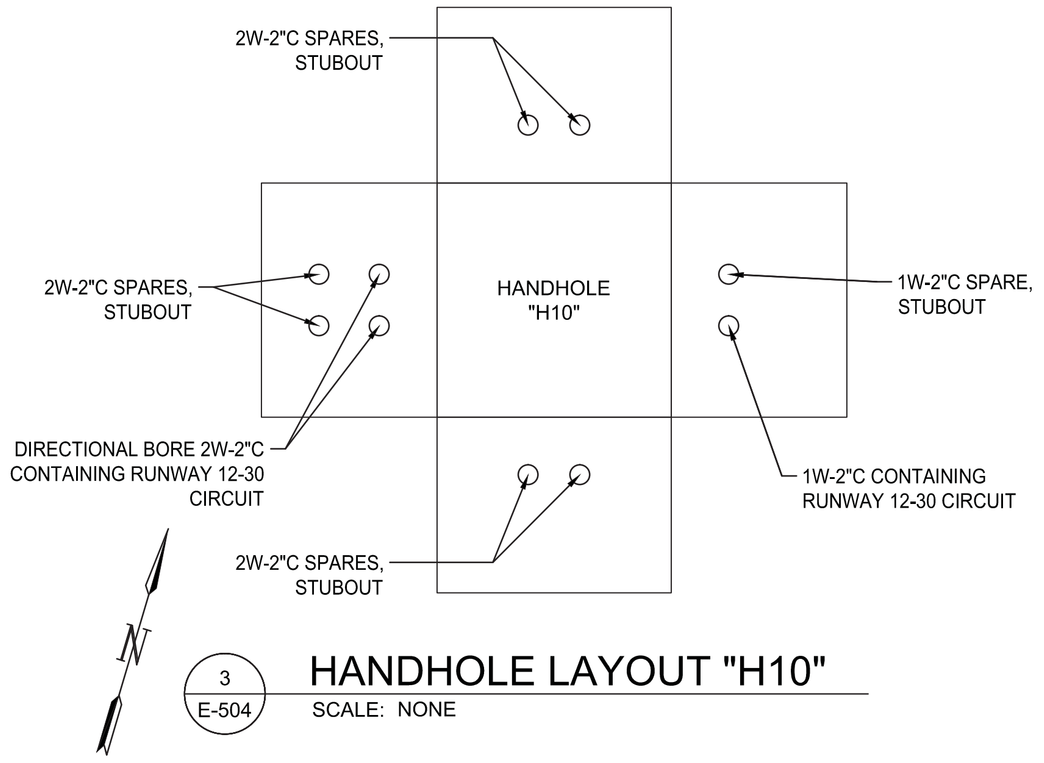
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:19 PM Plotter used: DWG To PDF.pc3



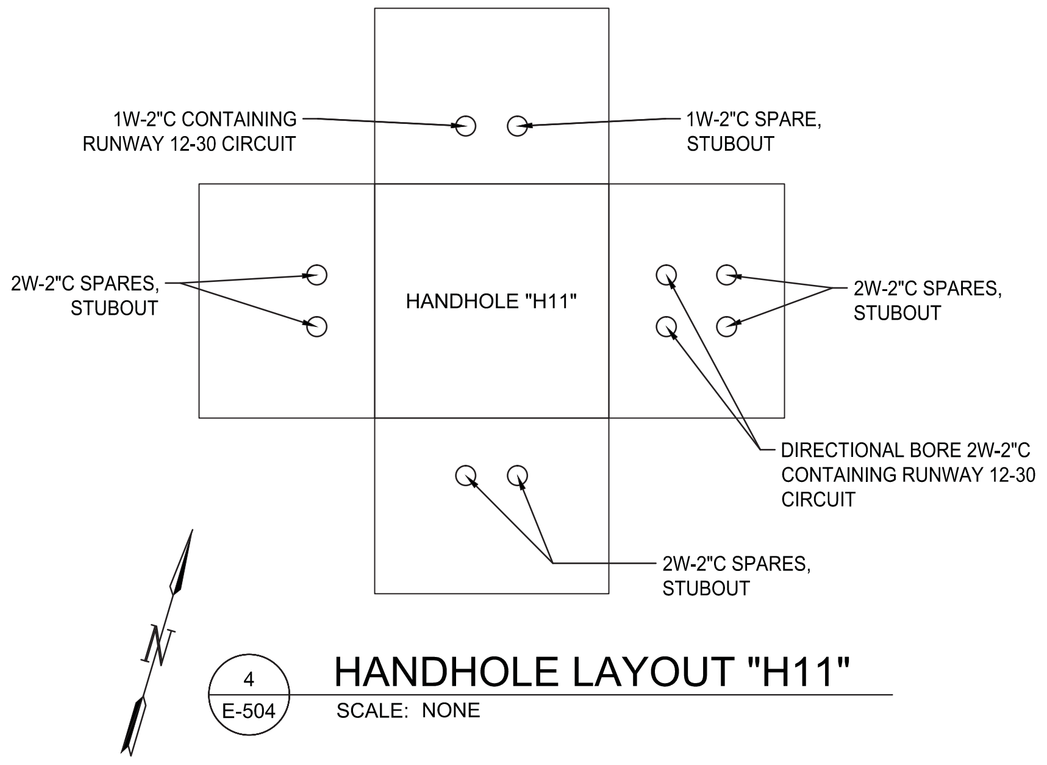
1 E-504 **HANDHOLE LAYOUT "H8"**
SCALE: NONE



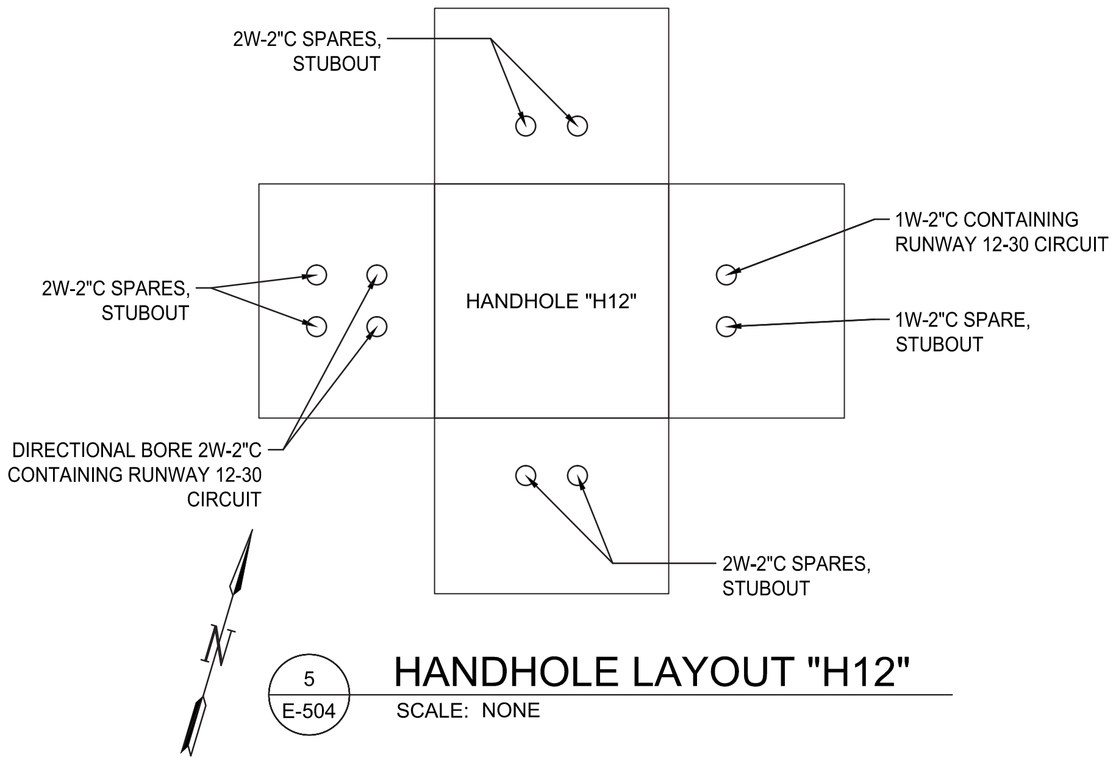
2 E-504 **HANDHOLE LAYOUT "H9"**
SCALE: NONE



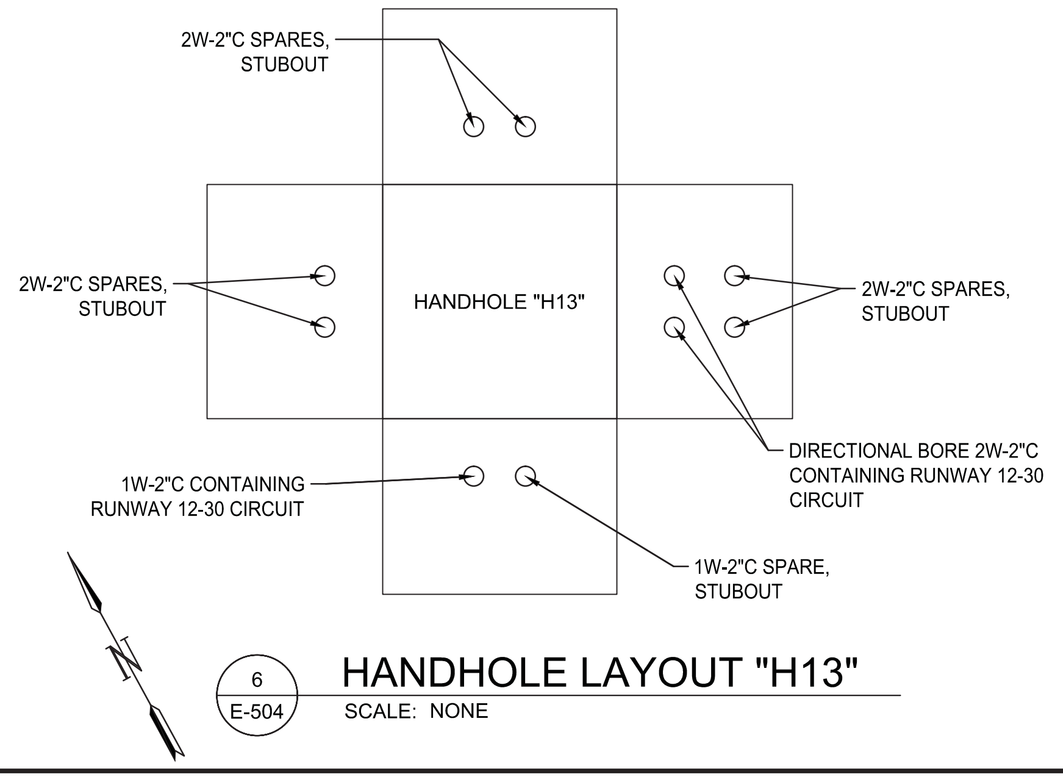
3 E-504 **HANDHOLE LAYOUT "H10"**
SCALE: NONE



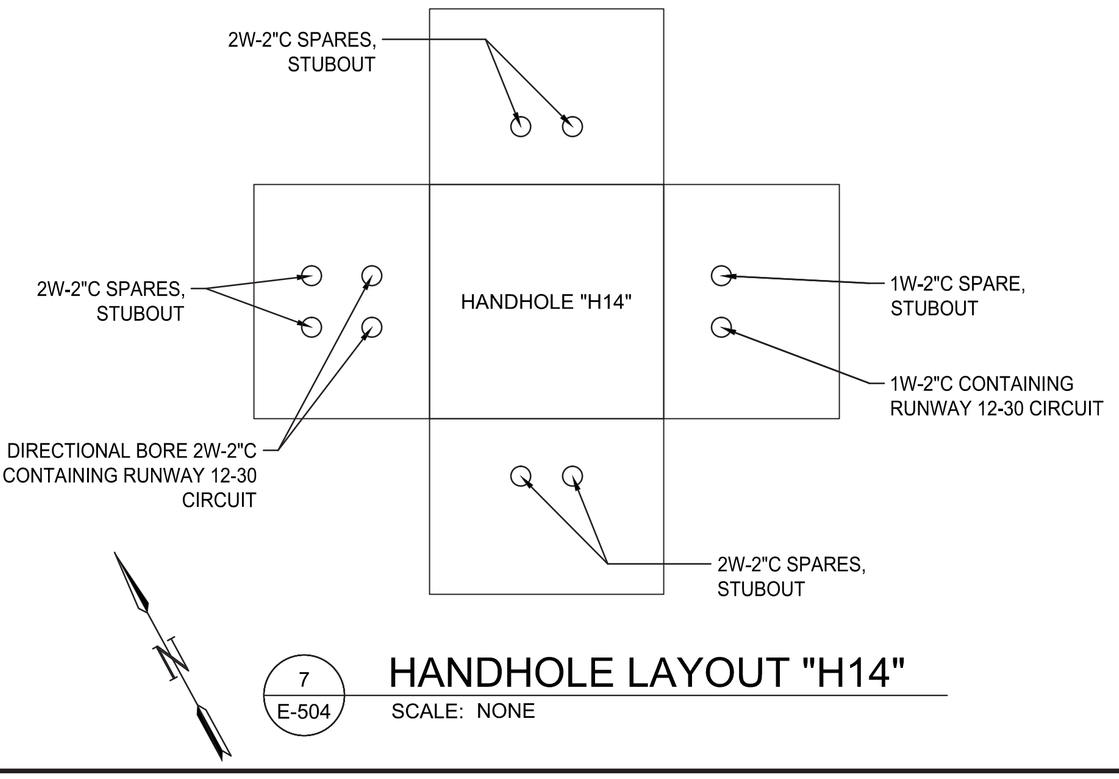
4 E-504 **HANDHOLE LAYOUT "H11"**
SCALE: NONE



5 E-504 **HANDHOLE LAYOUT "H12"**
SCALE: NONE



6 E-504 **HANDHOLE LAYOUT "H13"**
SCALE: NONE



7 E-504 **HANDHOLE LAYOUT "H14"**
SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX
RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL DETAILS IV

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER **E-504**

SHEET NUMBER **42**

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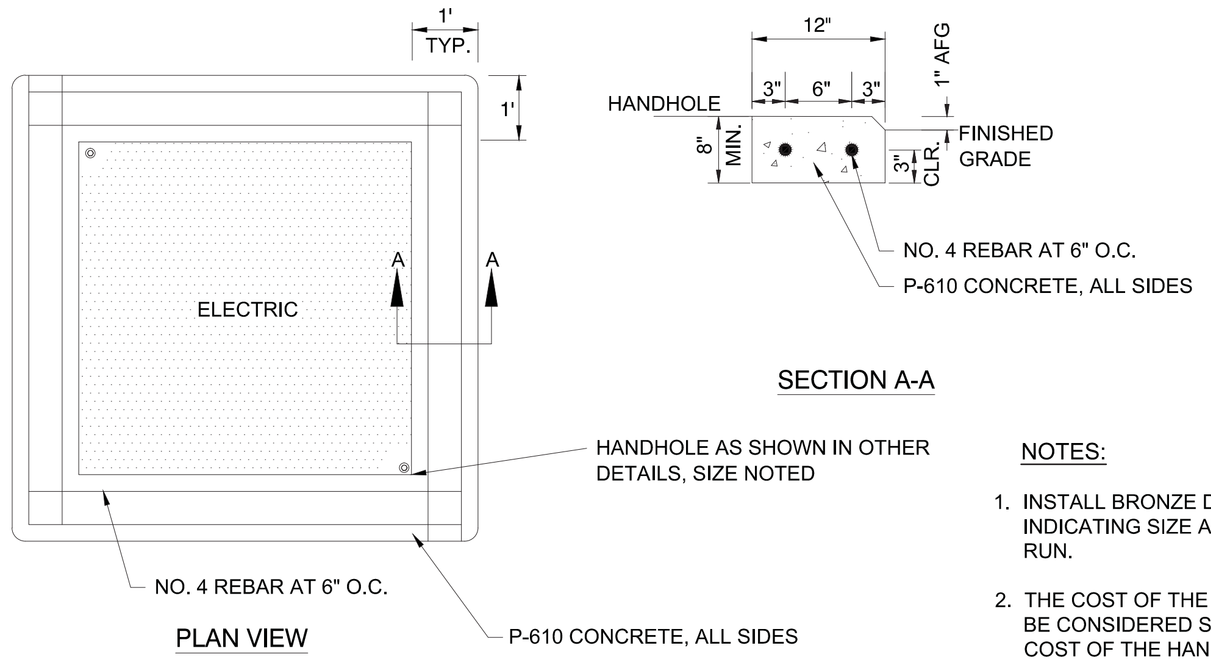
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:19 PM Plotter used: DWG To PDF.pc3



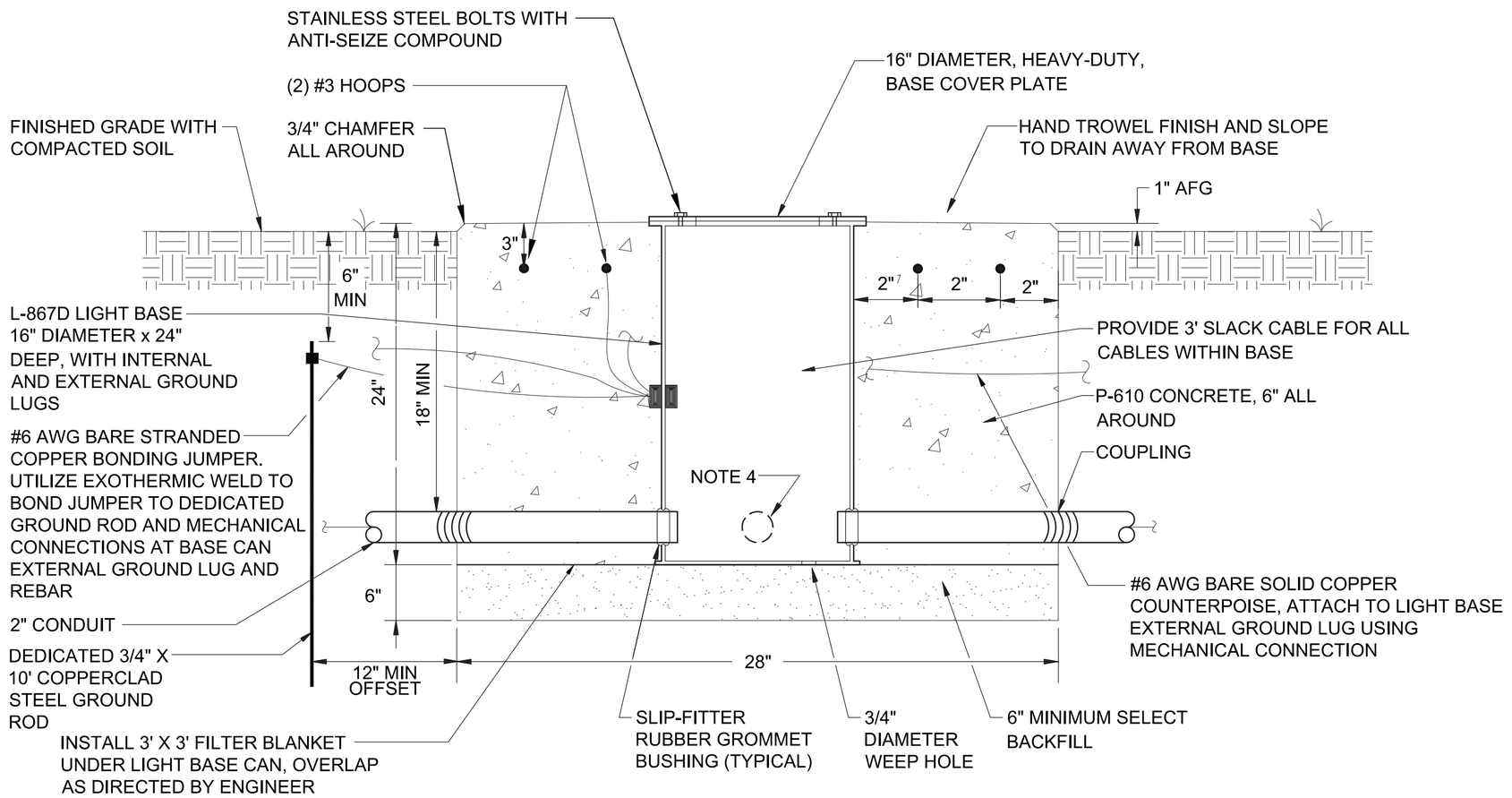
NOTES:

1. INSTALL BRONZE DUCT MARKER INDICATING SIZE AND DIRECTION OF RUN.
2. THE COST OF THE DUCT MARKER SHALL BE CONSIDERED SUBSIDIARY TO THE COST OF THE HANDHOLE.

1 E-505

HANDHOLE HOUSEKEEPING PAD DETAILS

SCALE: NONE



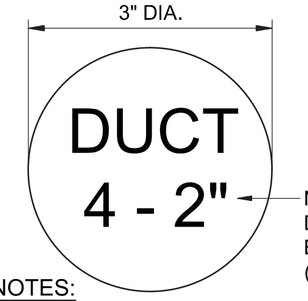
JUNCTION BOX NOTES:

1. INSTALL CABLE ID TAGS ON ALL LIGHTING CIRCUIT CABLES IN ALL BOXES.
2. PROVIDE MINIMUM 3' SLACK CABLE FOR EACH CABLE ENTERING LIGHT BASE SO THAT L-823 CONNECTIONS CAN BE LIFTED OUT OF THE BASE ABOVE GRADE.
3. JUNCTION BOX SHALL BE BONDED TO COUNTERPOISE SYSTEM (EQUIPOTENTIAL).
4. COORDINATE EXACT LIGHT BASE AND CONDUIT DRAINING LOCATIONS WITH ENGINEER PRIOR TO WORK. INSTALL BASES WITH T-CONFIGURED CANS WITH A 1" CONDUIT AWAY FROM PAVEMENT, INCLUDING 45 DEGREE DOWN ELBOW WITH RODENT GUARD INTO MINIMUM 1 CUBIC FOOT OPEN GRADED, DRAINABLE AGGREGATE. TOP OF AGGREGATE SHALL BE MINIMUM 36" BELOW GRADE.
5. FOR LIGHT BASES NOTED TO CONTAIN FIELD SURGE ARRESTERS, INSTALL A T-CONFIGURED CAN WITH A 1" CONDUIT TOWARD THE PAVEMENT, INCLUDING A 45 DEGREE DOWN ELBOW. INSTALL A GROMMET ON THE END OF 45 DEGREE ELBOW TO PREVENT WATER ENTRY. INSTALL AN ADDITIONAL DEDICATED GROUND ROD OF THE COUNTERPOISE SYSTEM SPECIFICALLY AT THE FIELD SURGE ARRESTER LOCATION. UTILIZE EXOTHERMIC WELDS FOR ARRESTOR GROUND WIRE CONNECTION AND FOR COUNTERPOISE WIRE CONNECTION. INSTALL A MINIMUM #4 STRANDED XHHW-2 GREEN GROUND CONDUCTOR FROM THE ARRESTER GROUND LUG, ROUTED THROUGH 1" CONDUIT, AND CONNECTED TO THE GROUND ROD VIA AN EXOTHERMIC WELD.
6. INSTALL BRONZE DUCT MARKER INDICATING SIZE AND DIRECTION OF RUN.
7. THE COST OF THE DUCT MARKER SHALL BE CONSIDERED SUBSIDIARY TO THE COST OF THE JUNCTION BOX.

3 E-505

BASE MOUNTED LIGHT BASE JUNCTION BOX INSTALLATION

SCALE: NONE



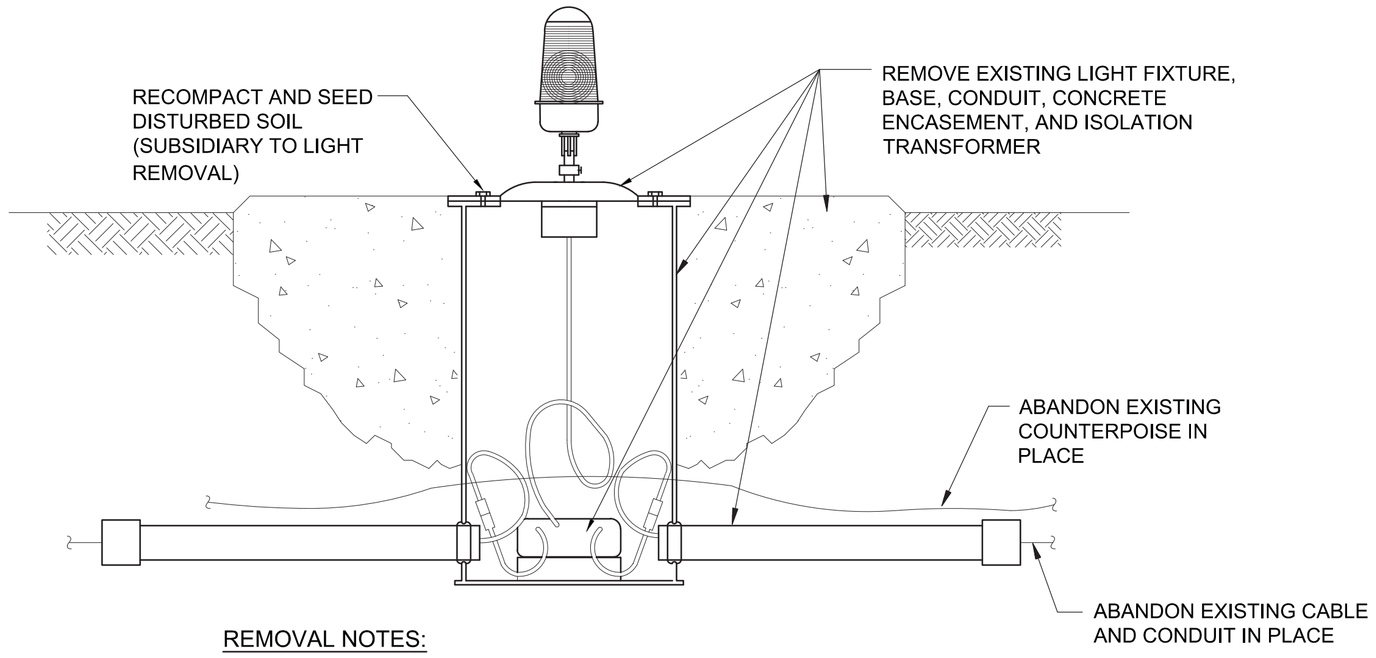
MARKER NOTES:

1. 3" DIAMETER FLAT BRONZE MARKER FOR CONCRETE, LETTERS 1/2" HIGH, RECESS MOUNTED FLUSH WITH TOP OF PAVEMENT, EPOXY IN PLACE.
2. INSTALL MARKER ON CONCRETE APRON SURROUNDING JUNCTION STRUCTURE OR HANDHOLE.

4 E-505

BRONZE PAVEMENT EDGE DUCT MARKER

SCALE: NONE



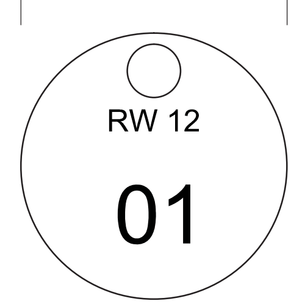
REMOVAL NOTES:

1. THE AIRPORT RESERVES THE RIGHT TO SALVAGE USABLE COMPONENTS.
2. ALL LIGHTING AND DEVICES SHALL BE REMOVED BY THE CONTRACTOR. THE ENGINEER AND AIRPORT WILL REVIEW THE REMOVED EQUIPMENT. ITEMS DESIGNATED AS SALVAGE SHALL THEN BE MOVED AND STORED AS DIRECTED BY AIRPORT.
3. ALL ITEMS THAT ARE NOT TO BE SALVAGED SHALL BE CAREFULLY REMOVED FROM THE AIRPORT AND PROPERLY DISPOSED.
4. THE AREA DISTURBED BY THE REMOVAL OPERATION SHALL BE RESTORED TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. THIS SHALL INCLUDE BACKFILLING WITH SELECT FILL, COMPACTION, GRADING, AND SODDING. AREA RESTORATION SHALL BE SUBSIDIARY TO THE EQUIPMENT PAY ITEM.

2 E-505

BASE MOUNTED EDGE LIGHT REMOVAL

SCALE: NONE



ROUND

LIGHT TAG NOTES:

1. INSTALL FIXTURE SO NUMBERING TAG AND SET SCREW FACE PAVEMENT EDGE. NUMBERING TAG SHALL BE NON-CORROSIVE METAL TYPE ATTACHED BY METAL SCREW.
2. PROVIDE WEATHER RESISTANT, STAINLESS STEEL TAG WITH BLACK FILLED 3/16" TALL LETTERS/NUMBERS, AND 1/2" TALL NUMBERS. LEGEND SHALL INCLUDE CIRCUIT IDENTIFICATION AND NUMBER. ROUND AS INDICATED BY ENGINEER.
3. TAGS SHALL BE INSTALLED SEQUENTIALLY ALONG THE PATH OF THE TAXIWAY/RUNWAY CIRCUIT IN THE ORDER THAT THE SERIES CIRCUIT CABLE IS CONNECTED. NEW CIRCUIT ID TAG NUMBERING SHALL ORIGINATE AT THE FIRST AIRFIELD EQUIPMENT FIXTURE AS THE CIRCUIT LEAVES THE AIRFIELD ELECTRICAL VAULT.
4. LIGHT FIXTURES, GUIDANCE SIGNS, ETC. ALL ON THE SAME CIRCUIT SHALL BE NUMBERED IN THE SAME SEQUENTIAL FASHION.
5. RUNWAY LIGHT IDENTIFICATION TAGS ARE REQUIRED FOR THE FOLLOWING RUNWAY CIRCUITS:
   A. RUNWAY 12-30: "RW 12", "01-100"

5 E-505

AIRFIELD EQUIPMENT IDENTIFICATION TAG

SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL DETAILS V

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

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DRAWING NUMBER
E-505

SHEET NUMBER **45**

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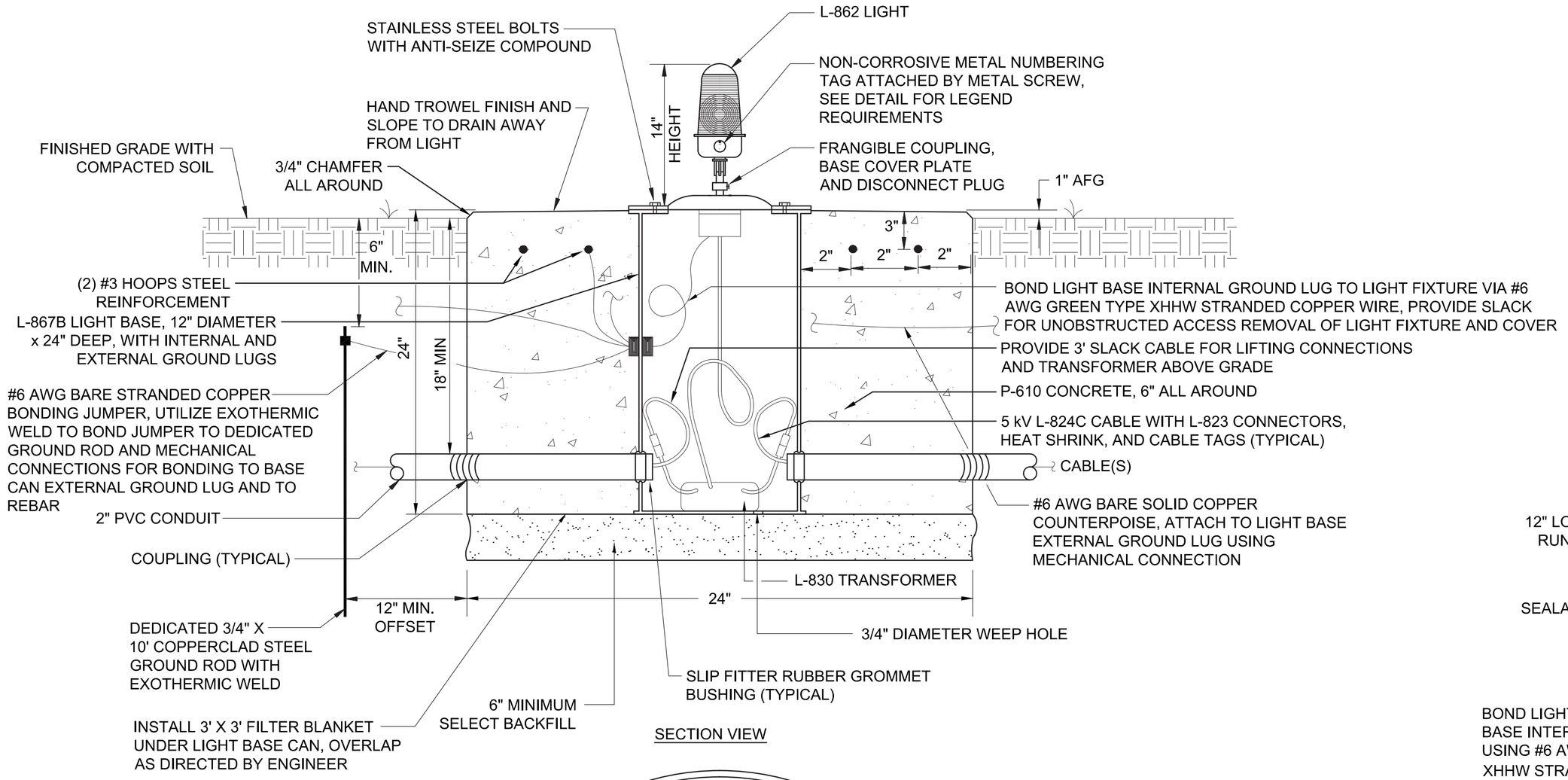
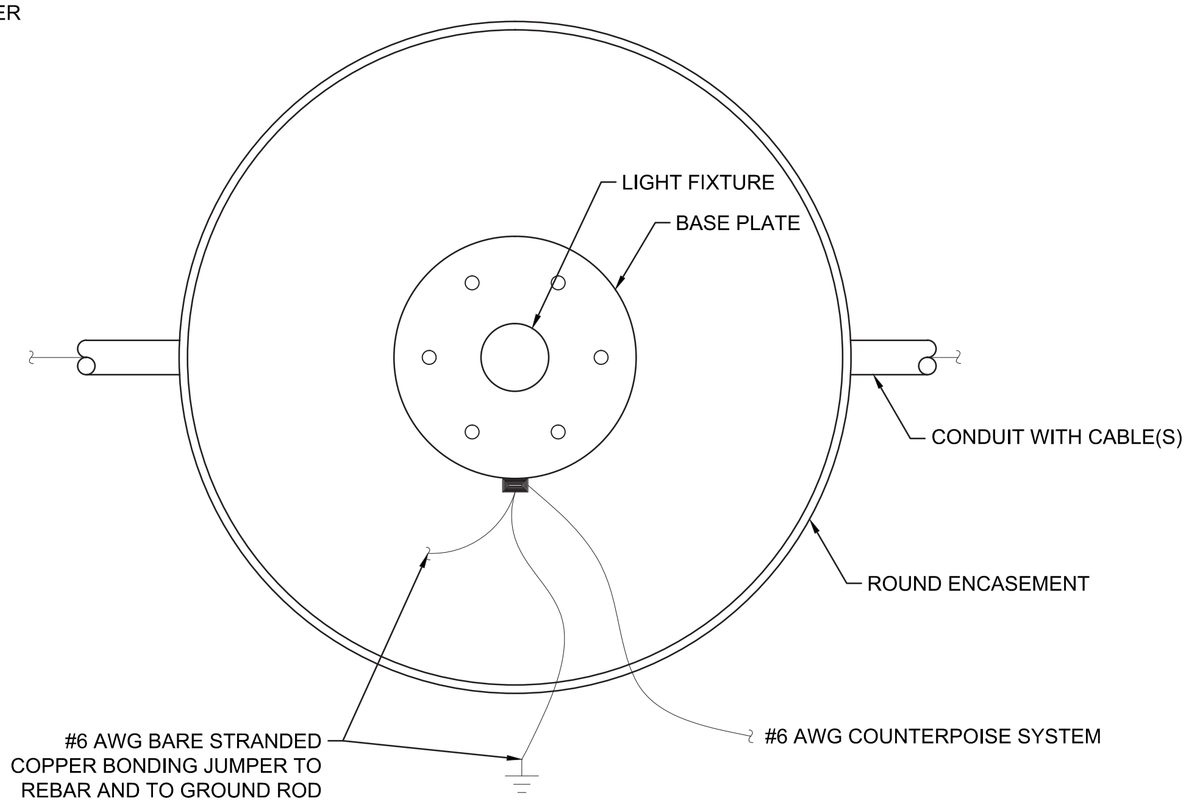
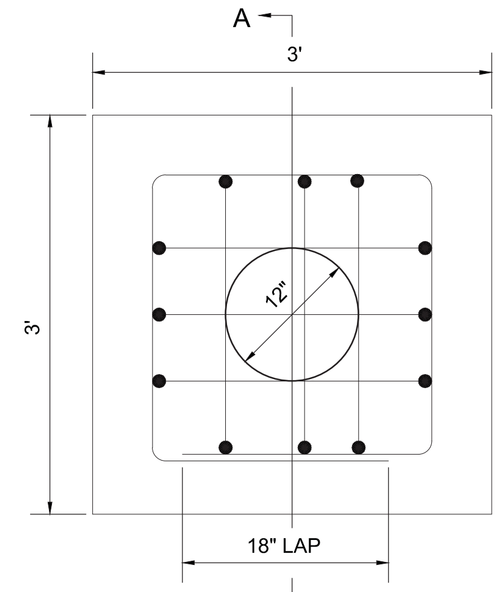


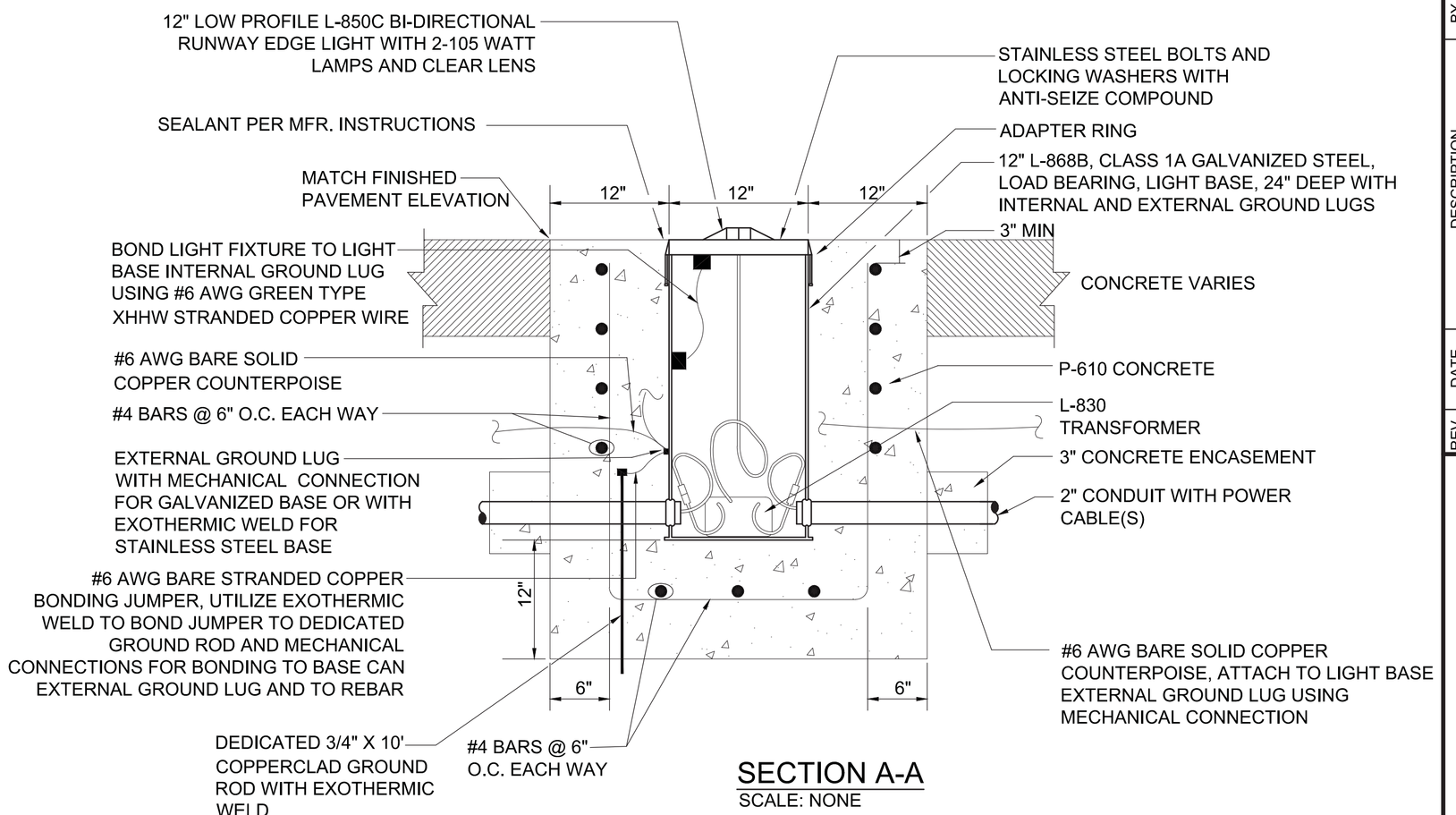
SECTION VIEW



ROUND BASE PLAN VIEW



PLAN
SCALE: NONE



SECTION A-A
SCALE: NONE

BASE MOUNTED LIGHT FIXTURE NOTES:

1. INSTALL FIXTURE SO NUMBERING TAG AND SET SCREW FACE PAVEMENT EDGE.
2. INSTALL NEW L-823 CONNECTOR KITS WITH HEAT SHRINK AND CABLE TAGS AT ALL LIGHTS AND GUIDANCE SIGNS.
3. DEDICATED GROUND ROD SHALL BE BONDED TO SEPARATE COUNTERPOISE SYSTEM (EQUIPOTENTIAL METHOD LIGHTNING PROTECTION).
4. COORDINATE EXACT LIGHT BASE AND CONDUIT DRAINING LOCATIONS WITH ENGINEER PRIOR TO WORK. INSTALL BASES WITH T-CONFIGURED CANS WITH A 1" CONDUIT AWAY FROM PAVEMENT, INCLUDING 45 DEGREE DOWN ELBOW WITH RODENT GUARD INTO MINIMUM 1 CUBIC FOOT OPEN GRADED, DRAINABLE AGGREGATE WRAPPED IN NON-WOVEN FILTER FABRIC. TOP OF AGGREGATE SHALL BE MINIMUM 36" BELOW GRADE.
5. FOR LIGHT BASES NOTED TO CONTAIN FIELD LIGHTNING ARRESTORS, INSTALL A T-CONFIGURED CAN WITH A 1" CONDUIT TOWARD THE PAVEMENT, INCLUDING A 45 DEGREE DOWN ELBOW. INSTALL A GROMMET ON THE END OF 45 DEGREE ELBOW TO PREVENT WATER ENTRY. INSTALL AN ADDITIONAL DEDICATED GROUND ROD OF THE COUNTERPOISE SYSTEM SPECIFICALLY AT THE FIELD LIGHTNING ARRESTOR LOCATION. UTILIZE EXOTHERMIC WELDS FOR ARRESTOR GROUND WIRE CONNECTION AND FOR COUNTERPOISE WIRE CONNECTION. INSTALL A MINIMUM #4 STRANDED XHHW-2 GREEN GROUND CONDUCTOR FROM THE ARRESTOR GROUND LUG, ROUTED THROUGH 1" CONDUIT, AND CONNECTED TO THE GROUND ROD VIA AN EXOTHERMIC WELD.

INPAVEMENT NOTES:

1. INSTALL NEW L-823 CONNECTOR KITS WITH HEAT SHRINK AND CABLE TAGS AT ALL LIGHTS AND GUIDANCE SIGNS.
2. ATTACH AND CONNECT COUNTERPOISE SYSTEM AND GROUND RODS USING EXOTHERMIC WELDS ONLY. CONNECT THE COUNTERPOISE TO EACH METAL BASE CAN INSTALLED UNDER RIGID OR FLEXIBLE PAVEMENT. BOND THE COUNTERPOISE TO THE REBAR CAGE AROUND THE FIXTURE BASE.
3. INSTALL INPAVEMENT LIGHT FIXTURES IN ACCORDANCE WITH FAA GUIDELINES AND MANUFACTURER'S RECOMMENDATIONS.
4. COORDINATE EXACT LIGHT BASE AND CONDUIT DRAINING LOCATIONS WITH ENGINEER PRIOR TO WORK. INSTALL BASES WITH T-CONFIGURED CANS WITH A 2" CONDUIT AWAY FROM PAVEMENT, INCLUDING 45 DEGREE DOWN ELBOW INTO MINIMUM 1 CUBIC FOOT OPEN GRADED, DRAINABLE AGGREGATE; TOP OF AGGREGATE MINIMUM 36" BELOW GRADE. SEE LAYOUT PLANS FOR EXACT LOCATIONS REQUIRED.
5. SUBMIT FIXTURE AND BASE CAN INSTALLATION METHOD SHOP DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO STARTING WORK.
6. DEMONSTRATE PROPER INSTALLATION LOCATION, ELEVATION, AND ORIENTATION PRIOR TO PAVING WORK.
7. INSTALL A DEDICATED EQUIPMENT SAFETY GROUND ROD WITH EXOTHERMIC WELD AT EACH LIGHT FIXTURE.
8. UTILIZE ONLY EXOTHERMIC WELDS BELOW GRADE.
9. PROVIDE MINIMUM 3' SLACK CABLE FOR EACH CABLE AND GROUNDING JUMPER ENTERING LIGHT BASE SO THAT L-823 CONNECTIONS AND ISOLATION TRANSFORMER CAN BE LIFTED OUT OF THE BASE ABOVE GRADE.
10. PROVIDE IN-PAVEMENT LIGHT FIXTURE WITH EXTERNAL AND INTERNAL GROUND LUGS.

1 E-506 BASE MOUNTED LIGHT INSTALLATION
SCALE: NONE

2 E-506 BASE MOUNTED RUNWAY INPAVEMENT LIGHT INSTALLATION
SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
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REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL DETAILS VI

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
E-506

SHEET NUMBER **44**

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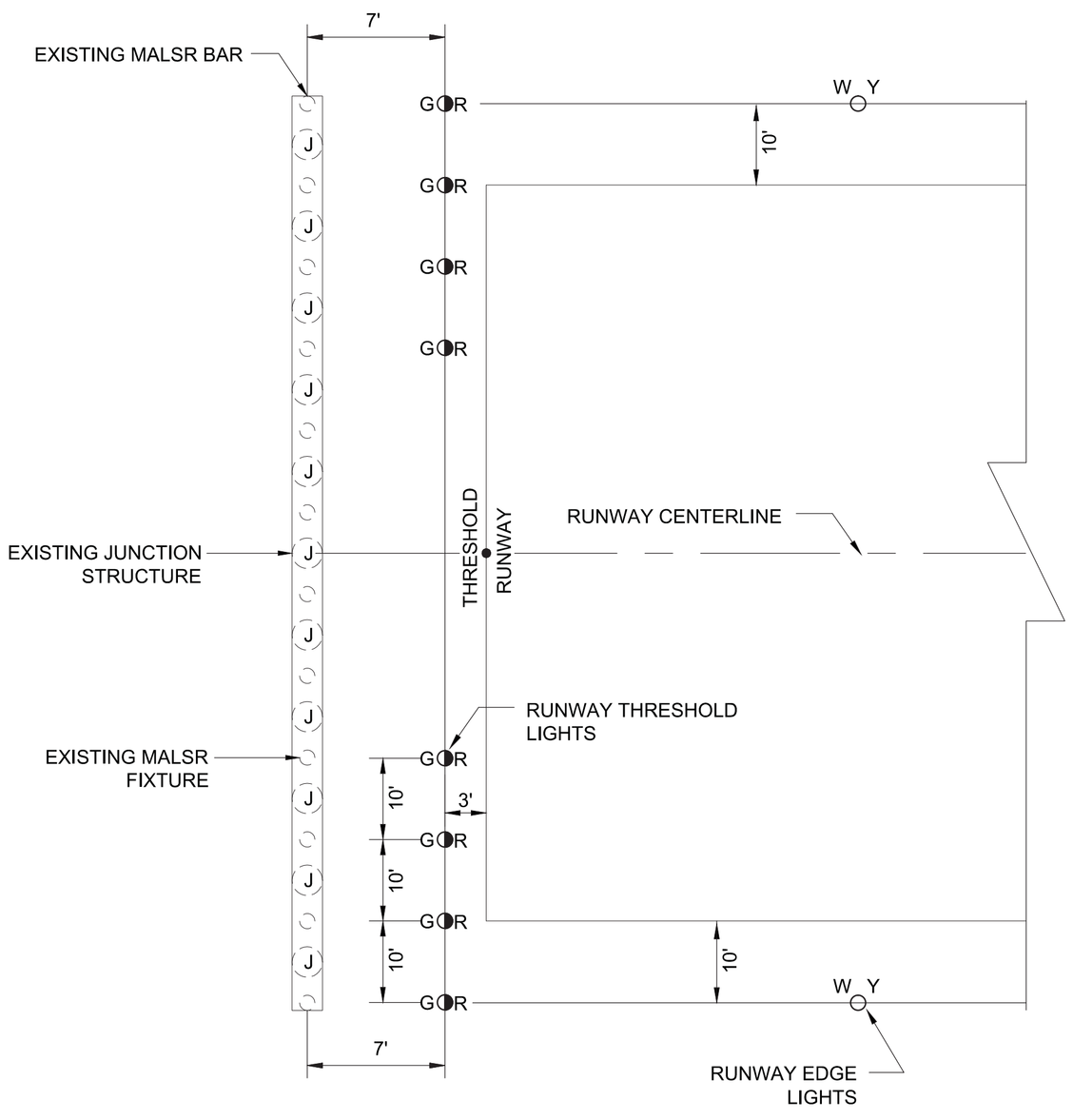
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:19 PM Plotter used: DWG To PDF.pc3

CONFIGURATION NOTES:

1. RUNWAY EDGE LIGHTS ARE LOCATED ON A LINE APPROXIMATELY 10' FROM RUNWAY PAVEMENT EDGE.
2. OUTERMOST THRESHOLD LIGHT SHALL BE LOCATED IN LINE WITH THE RUNWAY EDGE LIGHTS.

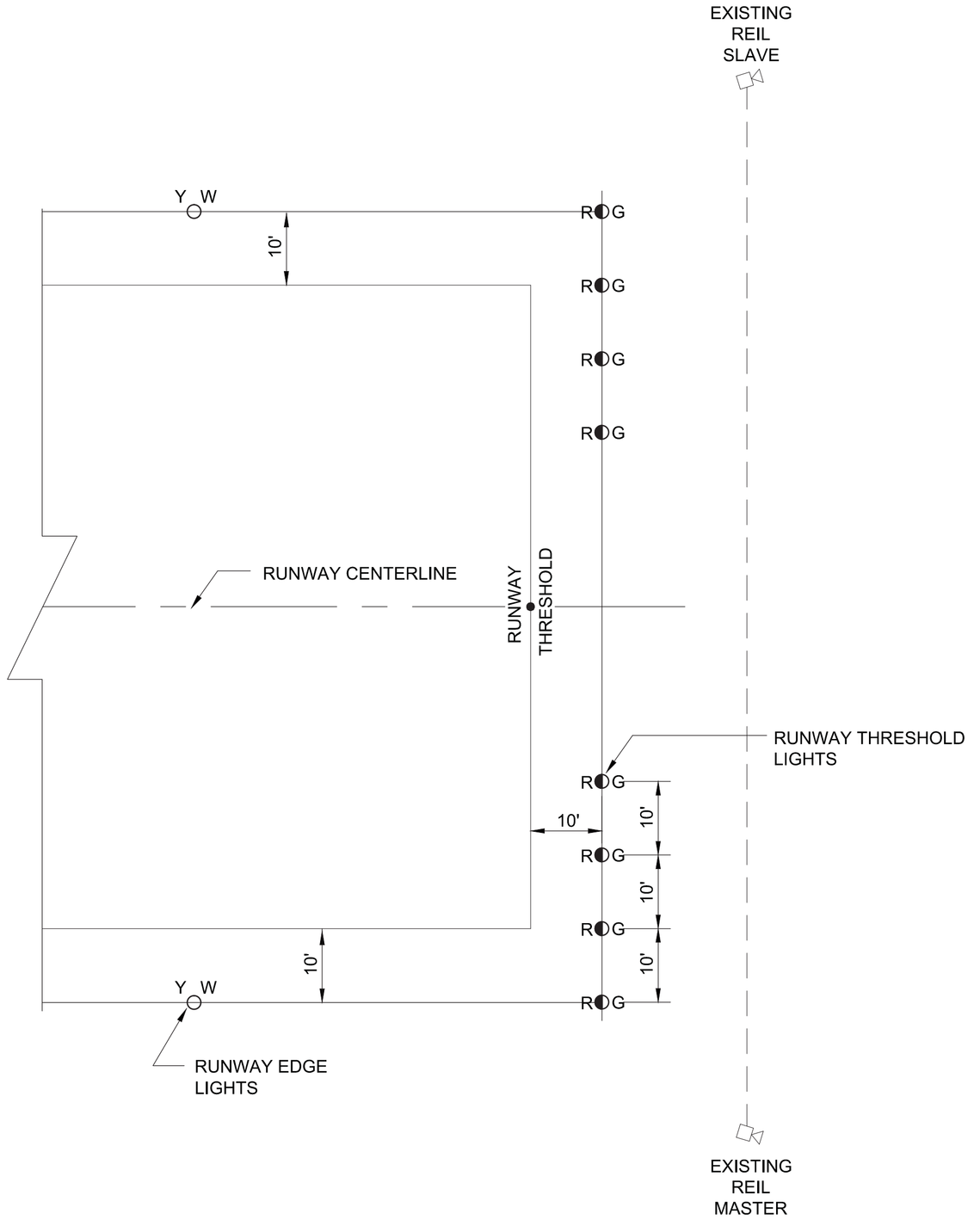


RUNWAY 12 THRESHOLD LIGHTING MALSR CONFIGURATION

1 / E-507 SCALE: NONE

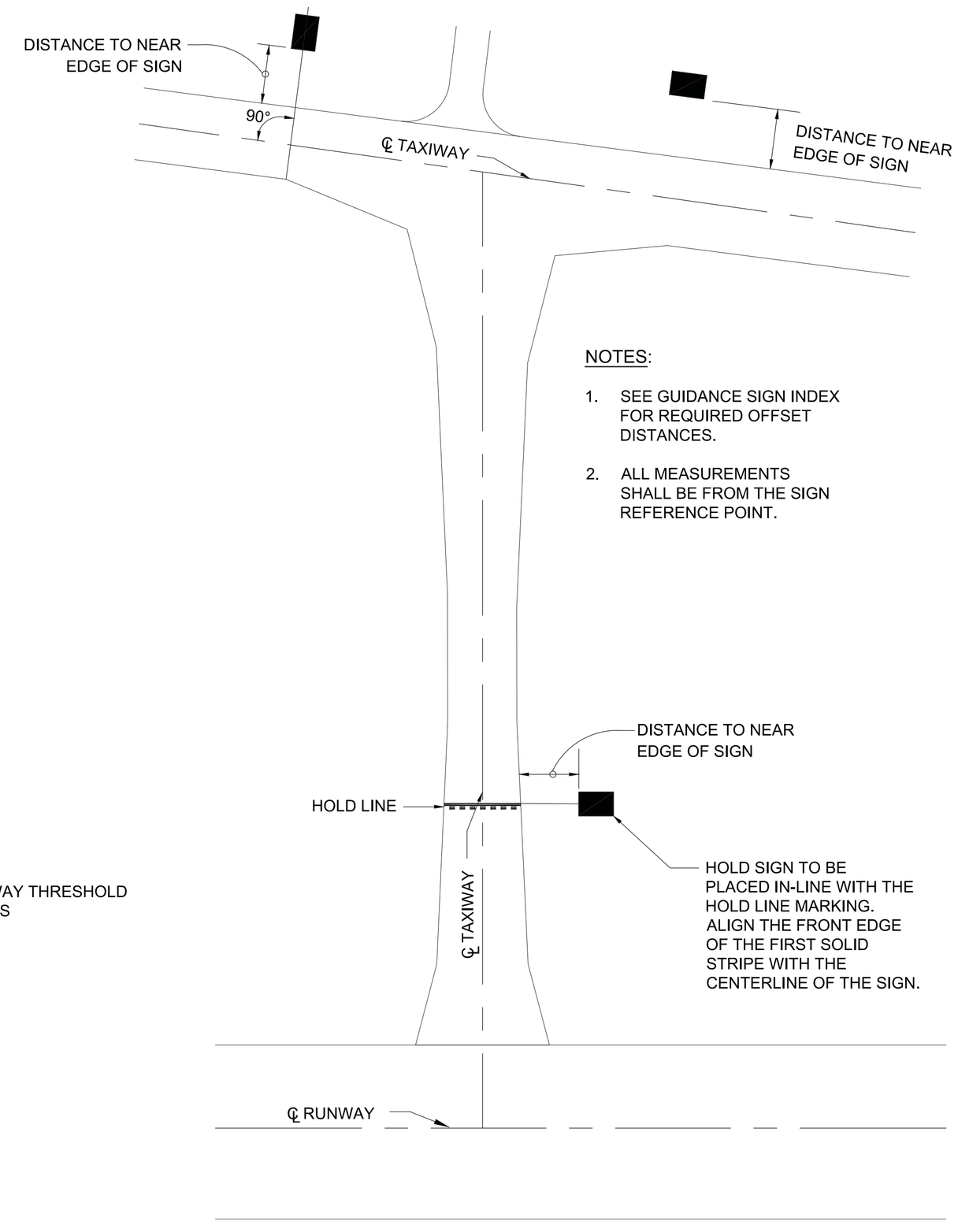
CONFIGURATION NOTES:

1. RUNWAY EDGE LIGHTS ARE LOCATED ON A LINE APPROXIMATELY 10' FROM RUNWAY PAVEMENT EDGE.
2. OUTERMOST THRESHOLD LIGHT SHALL BE LOCATED IN LINE WITH THE RUNWAY EDGE LIGHTS.



RUNWAY 30 THRESHOLD LIGHTING L-849 REIL CONFIGURATION

2 / E-507 SCALE: NONE



NOTES:

1. SEE GUIDANCE SIGN INDEX FOR REQUIRED OFFSET DISTANCES.
2. ALL MEASUREMENTS SHALL BE FROM THE SIGN REFERENCE POINT.

GUIDANCE SIGN LOCATION

3 / E-507 SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL DETAILS VII

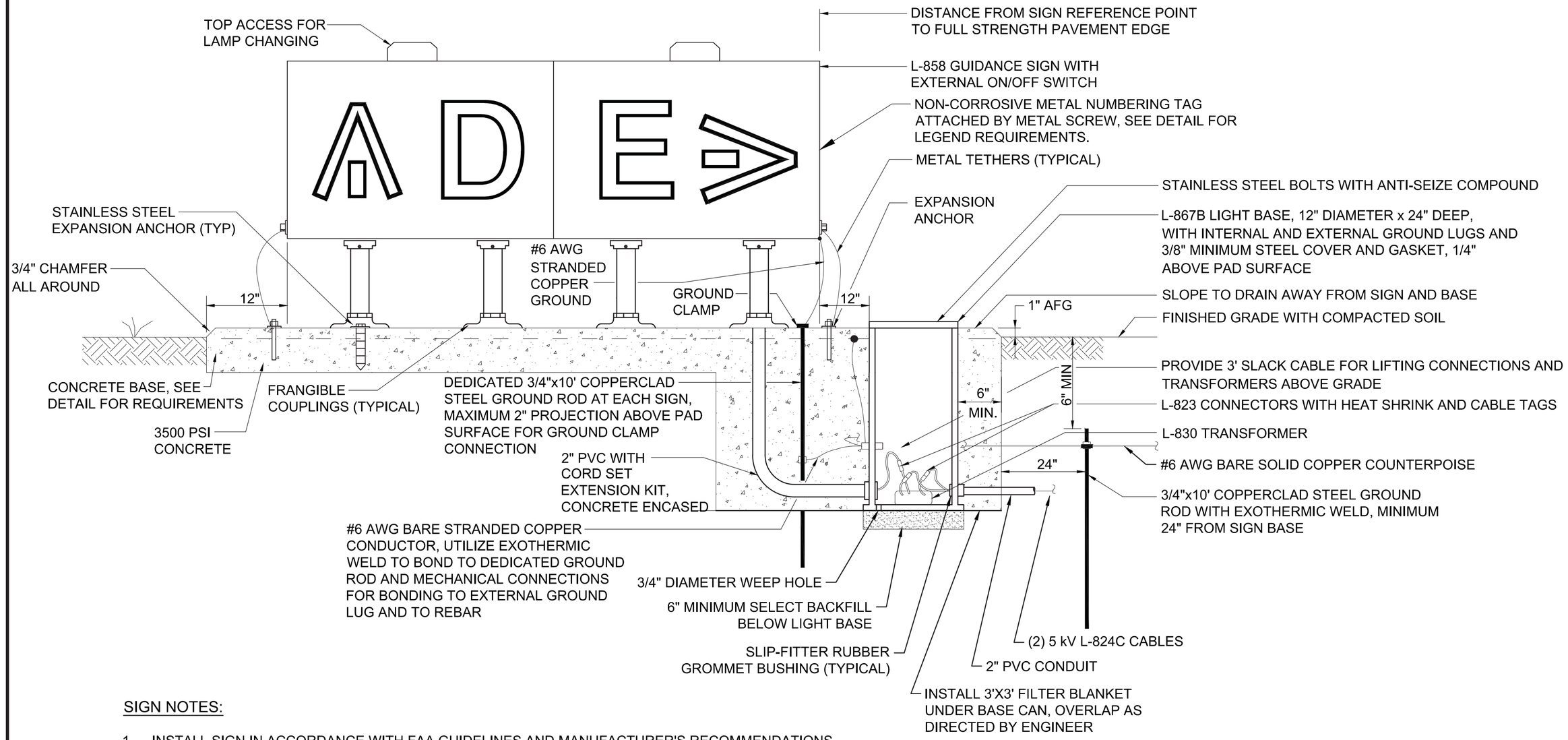
JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER **E-507**

SHEET NUMBER **45**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWDrawings\BPT_R12_E501_ED.dwg Last Save: 6/16/2015 3:07 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:19 PM Plotter used: DWG To PDF.pc3

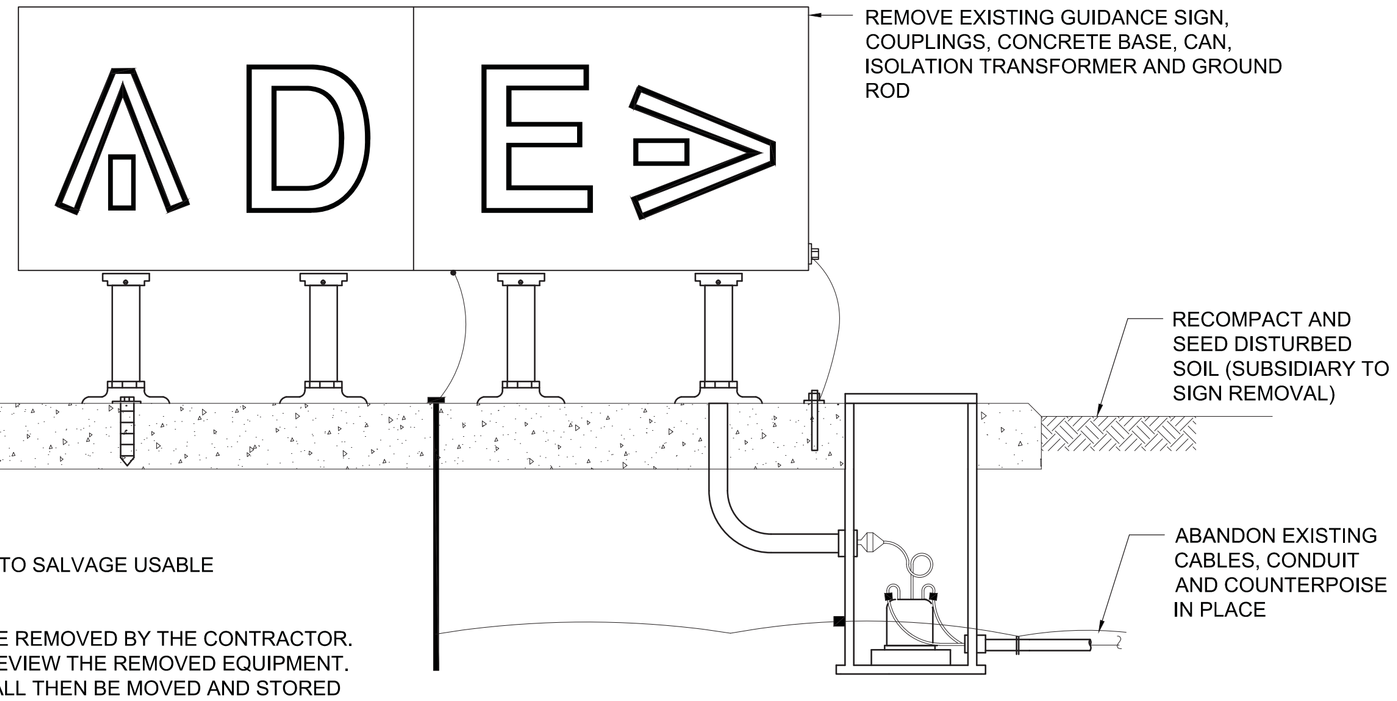


SIGN NOTES:

1. INSTALL SIGN IN ACCORDANCE WITH FAA GUIDELINES AND MANUFACTURER'S RECOMMENDATIONS.
2. INSTALL NEW L-823 CONNECTOR KITS WITH HEAT SHRINK AND CABLE TAGS AT ALL LIGHTS AND GUIDANCE SIGNS.
3. SUBMIT SIGN AND BASE CAN INSTALLATION METHOD SHOP DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO STARTING WORK.
4. DEMONSTRATE PROPER INSTALLATION LOCATION, ELEVATION, AND ORIENTATION PRIOR TO CONCRETE WORK.
5. COUNTERPOISE SHALL BE BONDED TO LIGHT BASE EXTERNAL GROUND LUG (EQUIPOTENTIAL METHOD LIGHTNING PROTECTION).
6. INSTALL A DEDICATED EQUIPMENT SAFETY GROUND ROD WITH EXOTHERMIC WELD AT EACH SIGN.
7. UTILIZE ONLY EXOTHERMIC WELDS BELOW GRADE.
8. PROVIDE MINIMUM 3' SLACK CABLE FOR EACH CABLE ENTERING LIGHT BASE SO THAT L-823 CONNECTIONS AND TRANSFORMER CAN BE LIFTED OUT OF THE BASE ABOVE GRADE.
9. PROVIDE TETHER FOR ALL SIGNS USING 3/16" STAINLESS STEEL AIRCRAFT CABLE AND STAINLESS STEEL HARDWARE. PROVIDE SINGLE MODULE SIGNS WITH ONE TETHER. PROVIDE MULTIPLE MODULE SIGNS WITH A TETHER AT BOTH ENDS.
10. TETHERS AND GROUND BONDING CONDUCTOR SHALL BE SUFFICIENT LENGTH TO ALLOW THE FRANGIBLE COUPLINGS TO OPERATE PROPERLY AND POWER CABLE TO DISCONNECT IF THE SIGN FALLS OVER.
11. RESOD THE DISTURBED AREAS AROUND THE SIGN AND GRADE SOIL TO PROVIDE DRAINAGE AWAY FROM SIGN BASE.

1 / E-508 BASE MOUNTED SIGN INSTALLATION

SCALE: NONE



REMOVAL NOTES:

1. THE AIRPORT RESERVES THE RIGHT TO SALVAGE USABLE COMPONENTS.
2. ALL LIGHTING AND DEVICES SHALL BE REMOVED BY THE CONTRACTOR. THE ENGINEER AND AIRPORT WILL REVIEW THE REMOVED EQUIPMENT. ITEMS DESIGNATED AS SALVAGE SHALL THEN BE MOVED AND STORED AS DIRECTED BY AIRPORT.
3. ALL ITEMS THAT ARE NOT TO BE SALVAGED SHALL BE CAREFULLY REMOVED FROM THE AIRPORT AND PROPERLY DISPOSED.
4. THE AREA DISTURBED BY THE REMOVAL OPERATION SHALL BE RESTORED TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. THIS SHALL INCLUDE BACKFILLING WITH SELECT FILL, COMPACTION, GRADING, AND SODDING. AREA RESTORATION SHALL BE SUBSIDIARY TO THE EQUIPMENT PAY ITEM.

2 / E-508 BASE MOUNTED SIGN REMOVAL

SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL DETAILS VIII

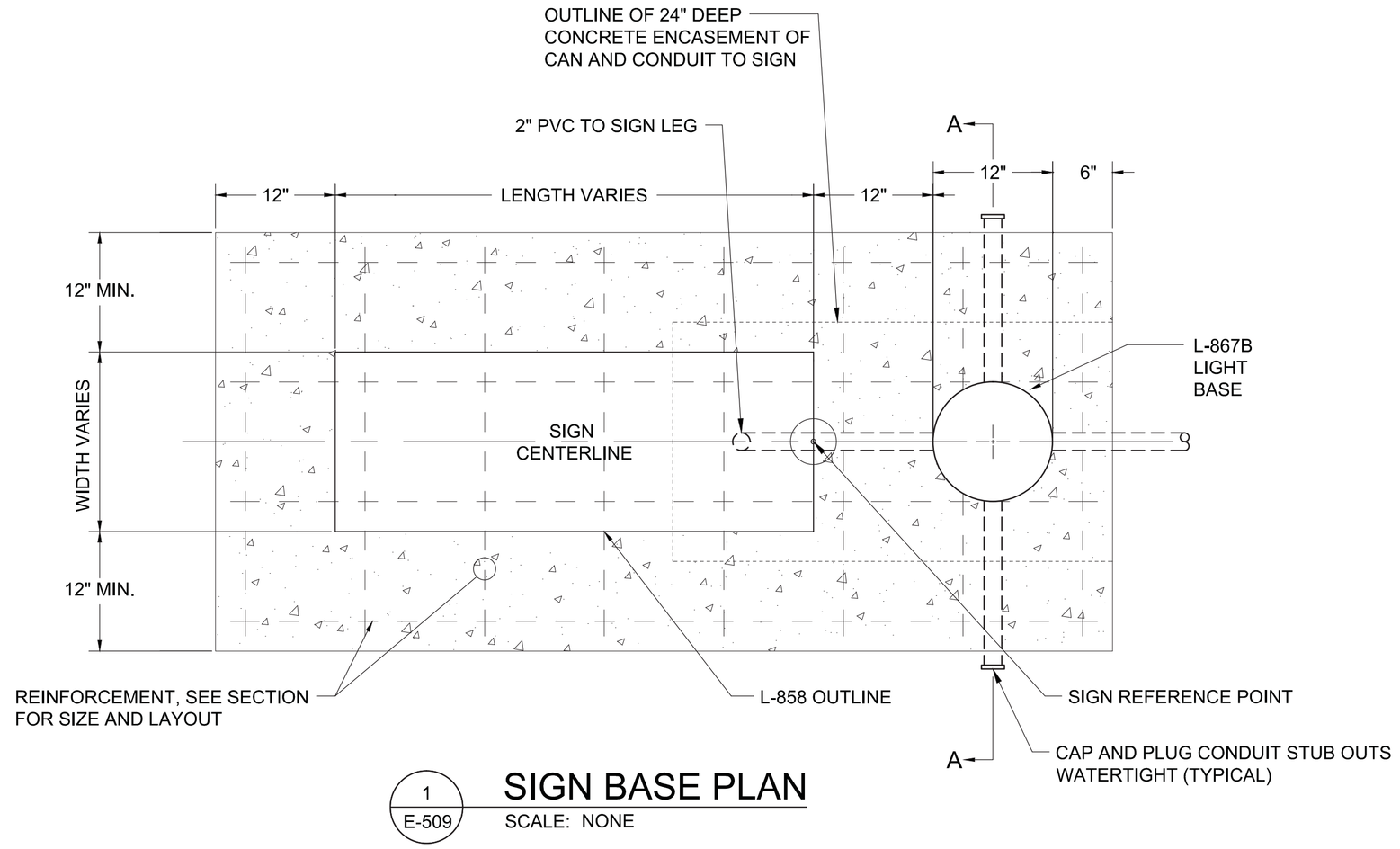
JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

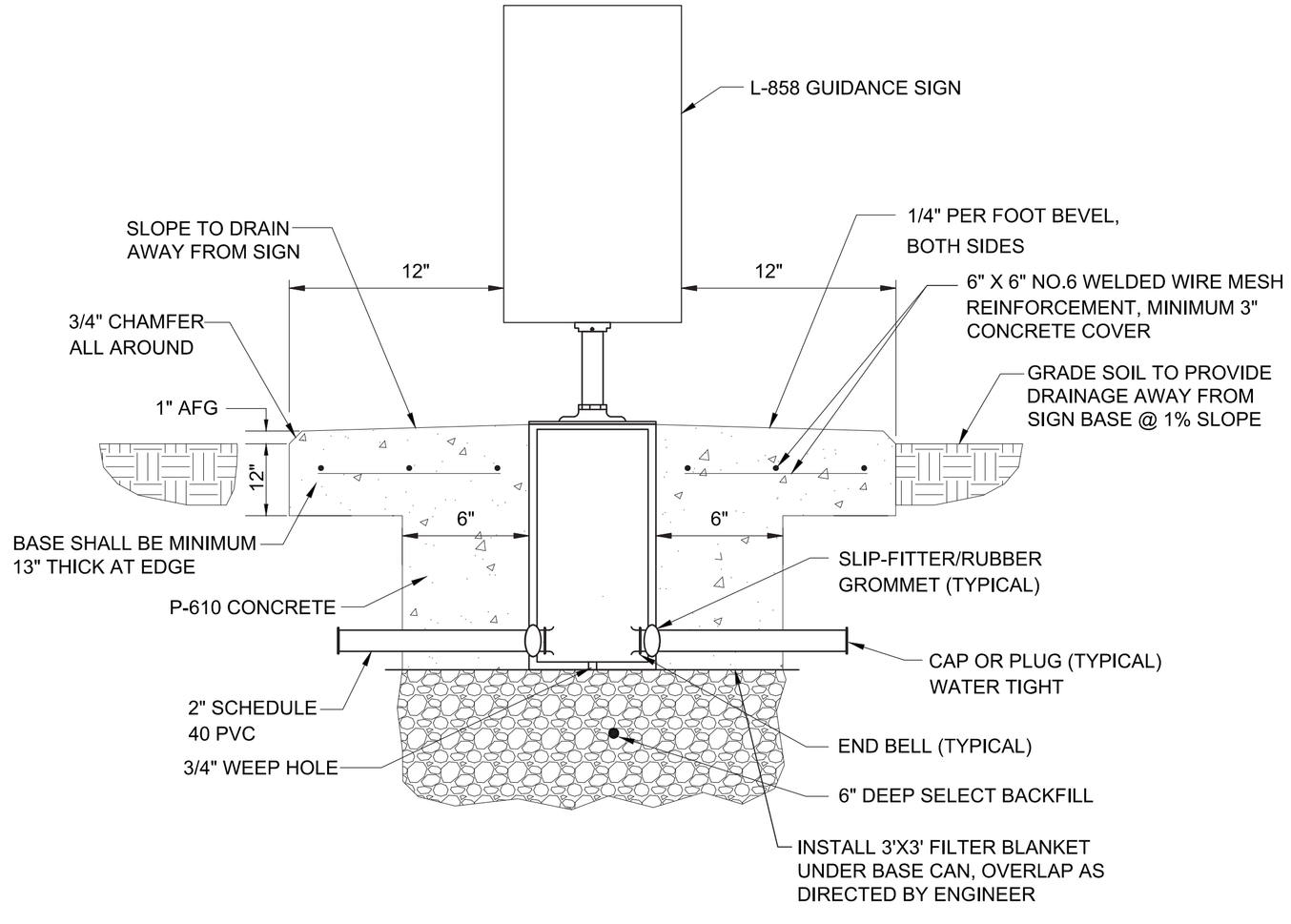
DRAWING NUMBER
E-508

SHEET NUMBER **46**

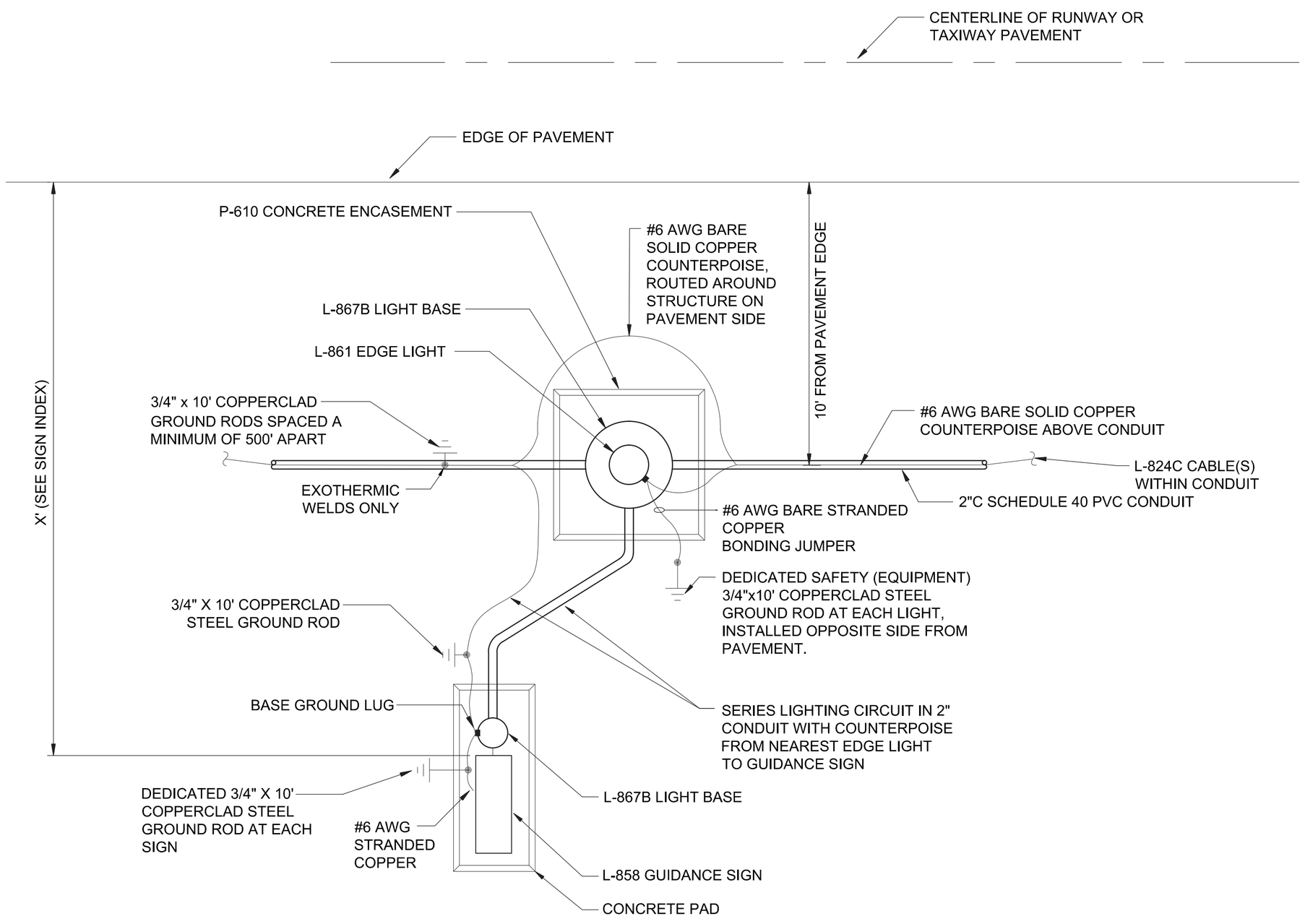
File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TW\Drawings\BPT_R12_E501_ED.dwg Last Save: 6/16/2015 3:07 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:19 PM Plotter used: DWG To PDF.pc3



1 / E-509 SIGN BASE PLAN
SCALE: NONE



2 / E-509 SIGN BASE SECTION A-A
SCALE: NONE



LAYOUT NOTES:

1. INSTALL NEW L-823 CONNECTOR KITS WITH HEAT SHRINK AND CABLE TAGS AT ALL LIGHTS AND GUIDANCE SIGNS.
2. ATTACH AND CONNECT COUNTERPOISE SYSTEM AND GROUND RODS USING EXOTHERMIC WELDS ONLY.
3. INSTALL FIXTURE NUMBERING TAG AND SET SCREW FACING PAVEMENT EDGE.
4. SUBMIT SIGN AND BASE CAN INSTALLATION METHOD SHOP DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO STARTING WORK.
5. DEMONSTRATE PROPER INSTALLATION LOCATION, ELEVATION, AND ORIENTATION PRIOR TO PAVING WORK.
6. UTILIZE ONLY EXOTHERMIC WELDS BELOW GRADE.
7. PROVIDE MINIMUM 3' SLACK CABLE FOR EACH CABLE ENTERING LIGHT BASE SO THAT L-823 CONNECTIONS AND ISOLATION TRANSFORMER CAN BE LIFTED OUT OF THE BASE ABOVE GRADE.
8. SUBMIT EXACT LOCATION LAYOUT OF EACH SIGN INSTALLATION FOR APPROVAL PRIOR TO INSTALLATION.

3 / E-509 EDGE LIGHT AND GUIDANCE SIGN LAYOUT PLAN
SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX
RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL DETAILS IX

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
E-509

SHEET NUMBER **47**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TWDrawings\BPT_R12_E501_ED.dwg Last Save: 6/16/2015 3:07 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:20 PM Plotter used: DWG To PDF.pc3

NEW GUIDANCE SIGN INDEX

SIGN		SIDE 1				SIDE 2				SIZE	STYLE	CLASS	MODE	CIRCUIT	NOTES	BID SCHEDULE
NO.	DESC.	1	2	3	4	1	2	3	4							
14	LEGEND	← E				*				2	3	1	2	R/W 12-30	4,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
15	LEGEND	E →				*				2	3	1	2	R/W 12-30	4,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
20	LEGEND	← F				*				2	3	1	2	R/W 12-30	4,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
21	LEGEND	F →				*				2	3	1	2	R/W 12-30	4,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
25	LEGEND	G	30-	12				G		2	3	1	2	R/W 12-30	3,8	ADDITIVE ALTERNATE 2
	TYPE	L	R	R		Y	Y	L								
26	LEGEND	↙ G				*				2	3	1	2	R/W 12-30	4,7,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
27	LEGEND	G ↗				*				2	3	1	2	R/W 12-30	4,7,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
33	LEGEND	4				2				5	3	1	2	R/W 12-30	5,8	ADDITIVE ALTERNATE 2
	TYPE	B				B										
34	LEGEND	3				3				5	3	1	2	R/W 12-30	5,8	ADDITIVE ALTERNATE 2
	TYPE	B				B										
35	LEGEND	2				4				5	3	1	2	R/W 12-30	5,8	ADDITIVE ALTERNATE 2
	TYPE	B				B										
36	LEGEND	1				5				5	3	1	2	R/W 12-30	5,8	ADDITIVE ALTERNATE 2
	TYPE	B				B										
37	LEGEND	1				5				5	3	1	2	R/W 12-30	5,8	ADDITIVE ALTERNATE 2
	TYPE	B				B										
38	LEGEND	2				4				5	3	1	2	R/W 12-30	5,8	ADDITIVE ALTERNATE 2
	TYPE	B				B										
39	LEGEND	3				3				5	3	1	2	R/W 12-30	5,8	ADDITIVE ALTERNATE 2
	TYPE	B				B										
40	LEGEND	4				2				5	3	1	2	R/W 12-30	5,8	ADDITIVE ALTERNATE 2
	TYPE	B				B										
41	LEGEND	5				1				5	3	1	2	R/W 12-30	5,8	ADDITIVE ALTERNATE 2
	TYPE	B				B										
42	LEGEND	*	A	12				A		2	3	1	2	R/W 12-30	3,8	ADDITIVE ALTERNATE 2
	TYPE		L	R		Y	Y	L								
43	LEGEND	30-	12			*	*			2	3	1	2	R/W 12-30	3,8	ADDITIVE ALTERNATE 2
	TYPE	R	R													
44	LEGEND	12-	30			*	*			2	3	1	2	R/W 12-30	3,8	ADDITIVE ALTERNATE 2
	TYPE	R	R													

NEW GUIDANCE SIGN INDEX

SIGN		SIDE 1				SIDE 2				SIZE	STYLE	CLASS	MODE	CIRCUIT	NOTES	BID SCHEDULE
NO.	DESC.	1	2	3	4	1	2	3	4							
45a	LEGEND	30-	12	↖	34-	*	*	*	*	1	4	1	2	NONE	6,7,8	ADDITIVE ALTERNATE 2
	TYPE	R	R	R	R											
45b	LEGEND	16	↘							1	4	1	2	NONE	6,7,8	ADDITIVE ALTERNATE 2
	TYPE	R	R			Y	Y									
46	LEGEND	E	30-	12				E		2	3	1	2	R/W 12-30	3,8	ADDITIVE ALTERNATE 2
	TYPE	L	R	R		Y	Y	L								
47	LEGEND	E	12-	30				E		2	3	1	2	R/W 12-30	3,8	ADDITIVE ALTERNATE 2
	TYPE	L	R	R		Y	Y	L								
48	LEGEND	F	30-	12				F		2	3	1	2	R/W 12-30	3,8	ADDITIVE ALTERNATE 2
	TYPE	L	R	R		Y	Y	L								
49	LEGEND	F	12-	30				F		2	3	1	2	R/W 12-30	3,8	ADDITIVE ALTERNATE 2
	TYPE	L	R	R		Y	Y	L								
50	LEGEND	H	30-	12				H		2	3	1	2	R/W 12-30	3	BASE BID
	TYPE	L	R	R		Y	Y	L								
51	LEGEND	H →				*				2	3	1	2	R/W 12-30	4	BASE BID
	TYPE	Y														
52	LEGEND	← H				*				2	3	1	2	R/W 12-30	4	BASE BID
	TYPE	Y														
53	LEGEND	← F				*				2	3	1	2	R/W 12-30	4,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
54	LEGEND	F →				*				2	3	1	2	R/W 12-30	4,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
55	LEGEND	← E				*				2	3	1	2	R/W 12-30	4,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
56	LEGEND	E →				*				2	3	1	2	R/W 12-30	4,8	ADDITIVE ALTERNATE 2
	TYPE	Y														
57	LEGEND	A →				*				2	3	1	2	R/W 12-30	4,8	ADDITIVE ALTERNATE 2
	TYPE	Y														

LEGEND:

L L-858L LOCATION
Y L-858Y DIRECTION / DESTINATION / BOUNDARY
R L-858R MANDATORY INSTRUCTION
B L-858B DISTANCE REMAINING

INDEX NOTES:

1. THIS INDEX SHOWS THE ANTICIPATED SIGN MODULES REQUIRED FOR THE CHARACTERS AND MESSAGE INDICATED.
2. THE CONTRACTOR SHALL SUBMIT SUBMITTALS/SHOP DRAWINGS FOR ALL SIGNS THAT FULLY COMPLY WITH THE CONSTRUCTION REQUIREMENTS LISTED IN AC 150/5345-44 (LATEST EDITION).
3. MANDATORY SIGNS: PERPENDICULAR DISTANCE FROM DEFINED TAXIWAY EDGE TO NEAR SIDE OF SIGN SHALL BE 25 FEET FOR SIZE 2 SIGNS.
4. RUNWAY EXIT SIGNS: PERPENDICULAR DISTANCE FROM DEFINED TAXIWAY EDGE TO NEAR SIDE OF SIGN SHALL BE 25 FEET FOR SIZE 2 SIGNS.
5. RUNWAY DISTANCE REMAINING SIGNS: PERPENDICULAR DISTANCE FROM DEFINED RUNWAY EDGE TO NEAR SIDE OF SIGN SHALL BE 35 FEET FOR SIZE 5 SIGNS.
6. VEHICLE ROADWAY SIGNS: PERPENDICULAR DISTANCE FROM DEFINED TAXIWAY EDGE TO NEAR SIDE OF SIGN SHALL BE 19 FEET FOR SIZE 1 SIGNS.
7. ARROW ANGLE IS 45°
8. SIGN INSTALLED IN ADDITIVE ALTERNATE 2 ONLY.

* SIGN PANEL SHALL BE BLANK.

1 / E-510 NEW GUIDANCE SIGN INDEX
SCALE: NONE

GARVER
REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX
RUNWAY 12-30 RECONSTRUCTION

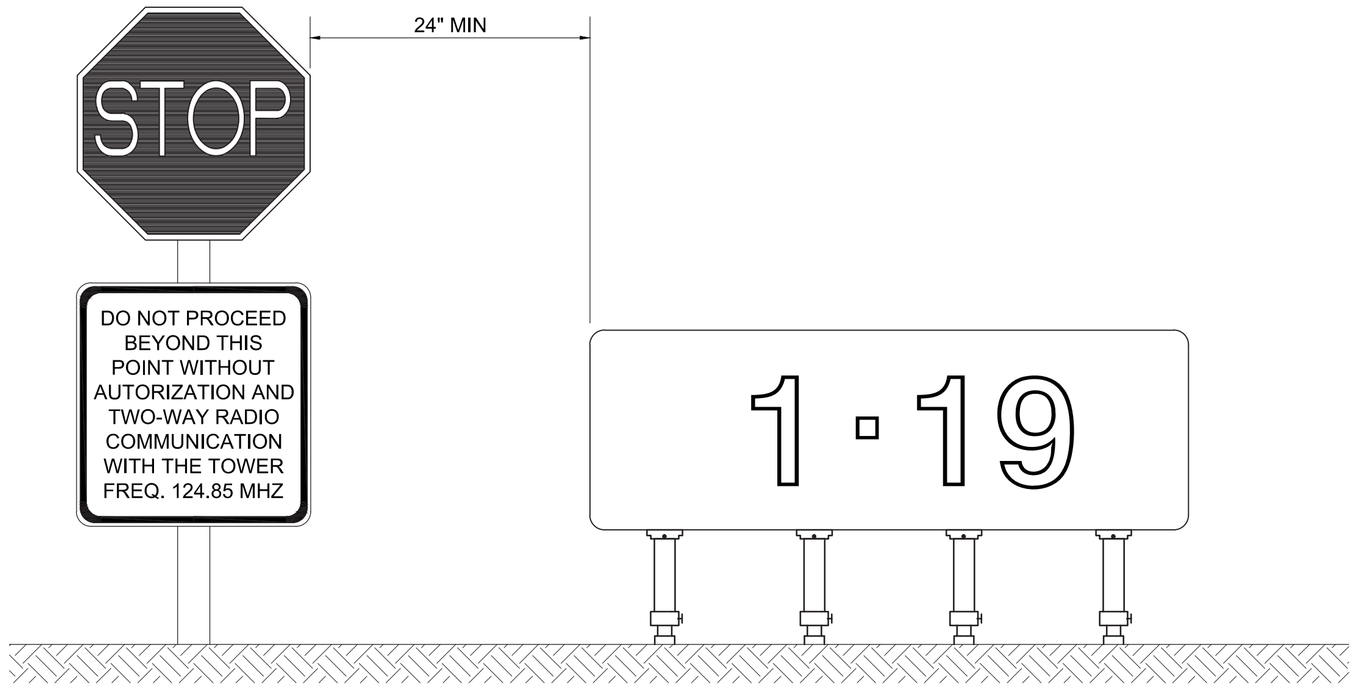
ELECTRICAL DETAILS X

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

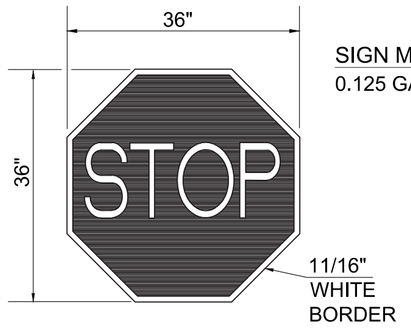
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER **E-510**
SHEET NUMBER **48**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TW\Drawings\BPT_R12_E501_ED.dwg Last Save: 6/16/2015 3:07 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:20 PM Plotter used: DWG To PDF.pc3



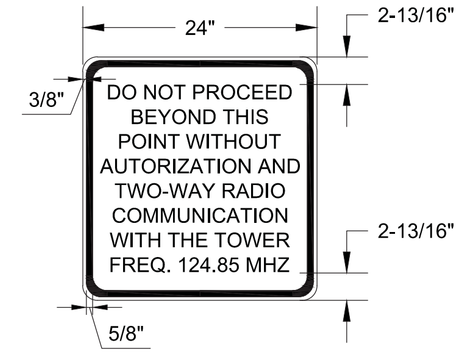
1 E-511 **VEHICLE ACCESS SIGN OVERALL LAYOUT**
SCALE: NONE



SIGN MATERIAL:
0.125 GAGE ALUMINUM

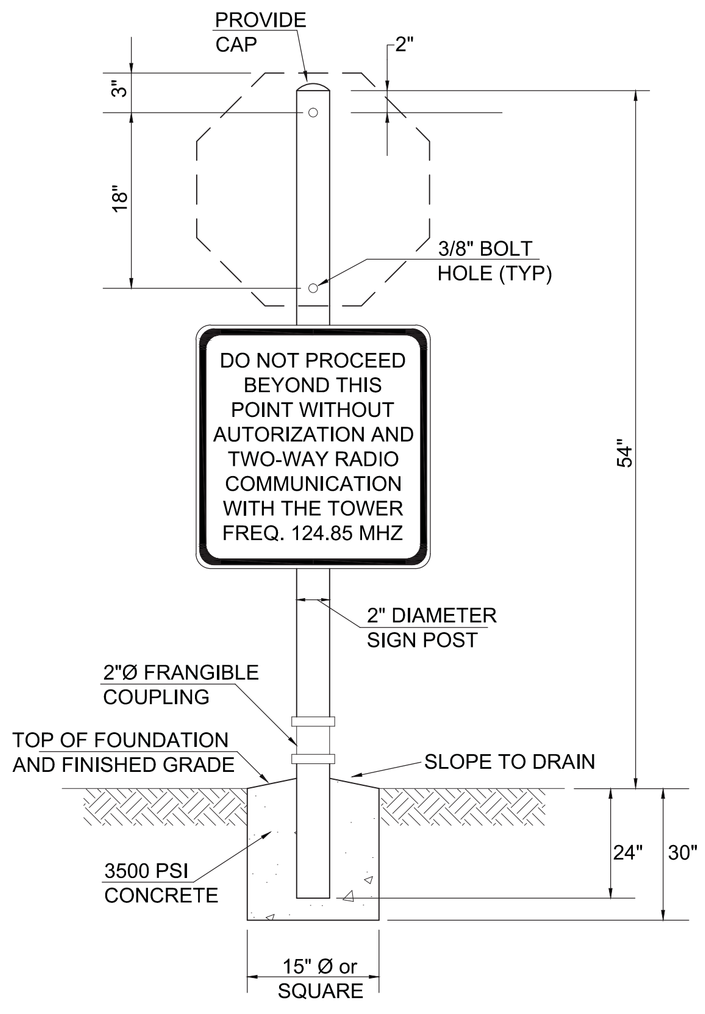
2 E-511 **STOP SIGN**
SCALE: NONE

NOTE:
1. SIGN LETTERING IS WHITE ON A RED BACKGROUND.

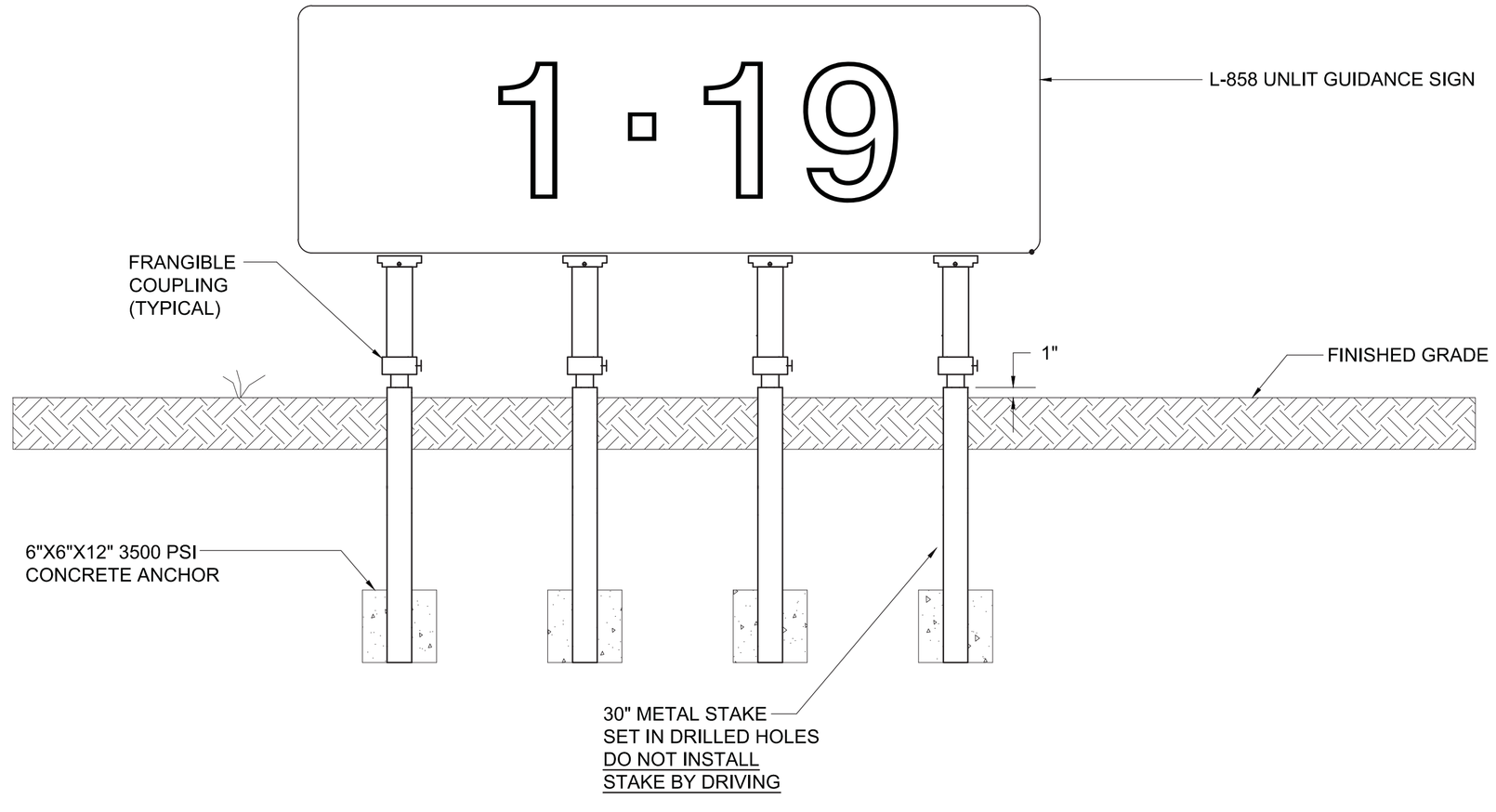


3 E-511 **ATC CONTACT SIGN**
SCALE: NONE

NOTES:
1. SIGN LETTERING IS BLACK ON A WHITE RETROREFLECTIVE BACKGROUND.
2. CONTRACTOR SHALL PROVIDE SCALED SHOP DRAWINGS FOR REVIEW AND APPROVAL.



4 E-511 **STOP SIGN AND ATC CONTACT SIGN INSTALLATION**
SCALE: NONE



5 E-511 **STAKE MOUNTED UNLIT SIGN INSTALLATION**
SCALE: NONE

GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

ELECTRICAL DETAILS XI

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: MCL
DRAWN BY: JKS

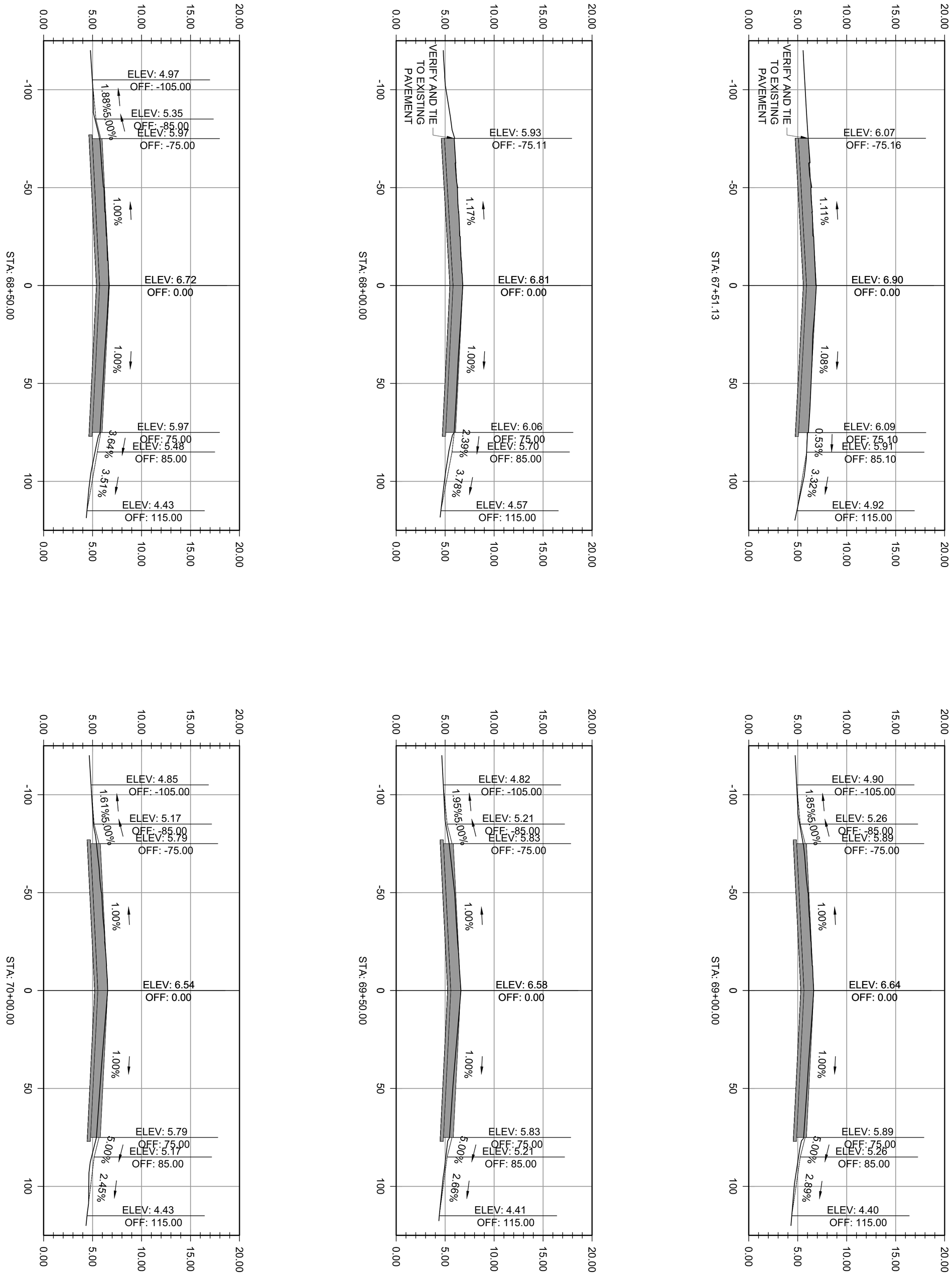
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER **E-511**

SHEET NUMBER **49**

File: N:\2014\141121507 - BPT - RW 12-30 Recon and Resurfacing TW\Drawings\BPT_R12_E501_ED.dwg Last Save: 6/16/2015 3:07 PM Last saved by: JKSchmitt
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:20 PM Plotter used: DWG To PDF.pc3

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TW\Drawings\REF\BPT_RW12_CAF_MAIN_DESIGN.dwg Last Save: 7/7/2015 5:33 PM Last saved by: JSuarez
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:34 PM Plotter used: DWG To PDF.pc3



GARVER

REGISTRATION NO. F-5713

THOMAS D. DODSON 83909 LICENSED PROFESSIONAL ENGINEER STATE OF TEXAS

DIGITALLY SIGNED 07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT

JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

RUNWAY 12-30 CROSS SECTION I

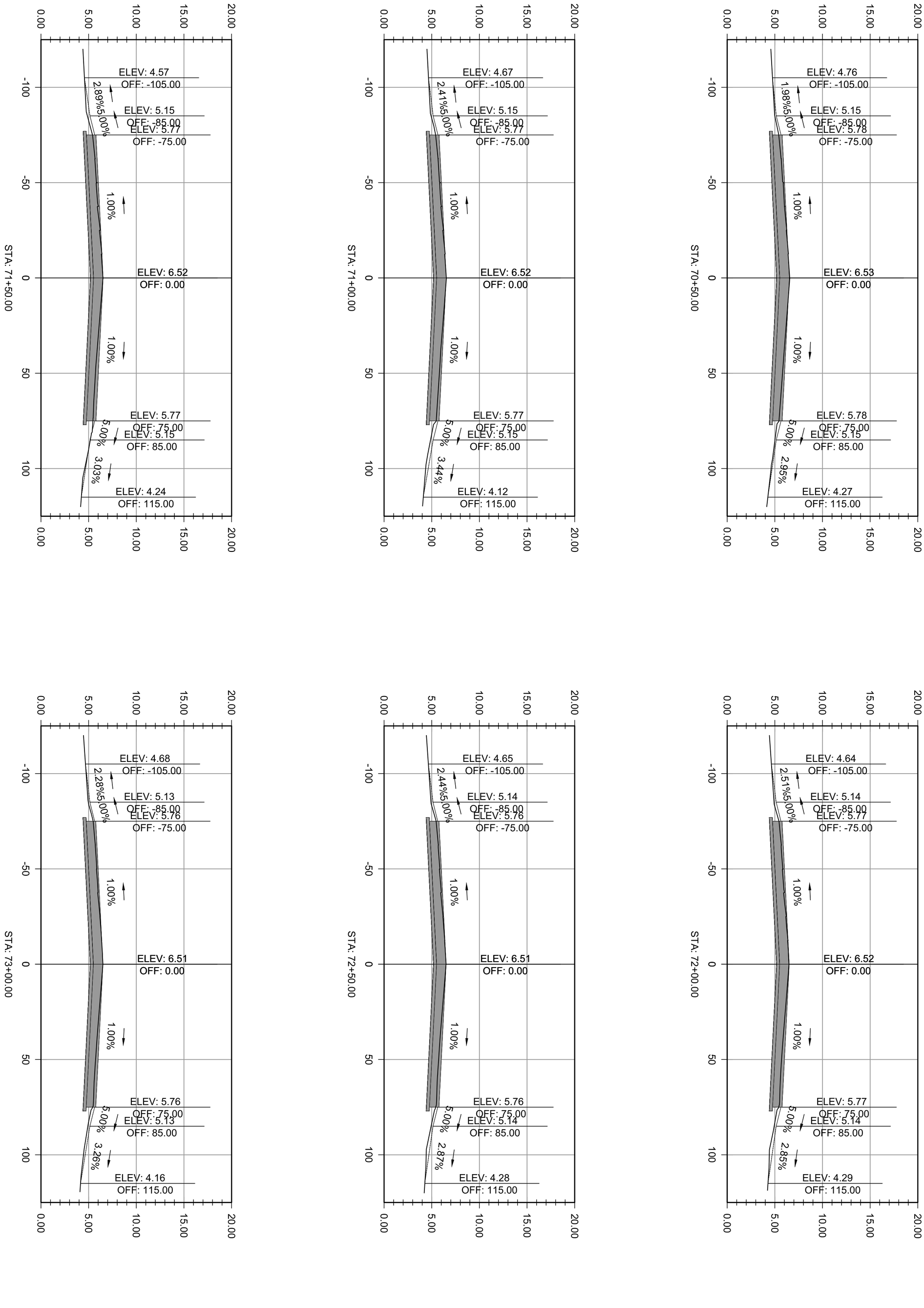
JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
RWX-01

SHEET NUMBER **50**

File: N:\2014\14121507 - BPT - RW 12-30 Recon and Resurfacing TW\Drawings\REF\BPT_RW12_CAF_MAIN_DESIGN.dwg Last Save: 7/7/2015 5:33 PM Last saved by: JSuarez
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:34 PM Plotter used: DWG To PDF.pc3



GARVER

REGISTRATION NO.
F-5713

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED PROFESSIONAL ENGINEER

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

RUNWAY 12-30 CROSS SECTION II

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
RWX-02

SHEET NUMBER **51**

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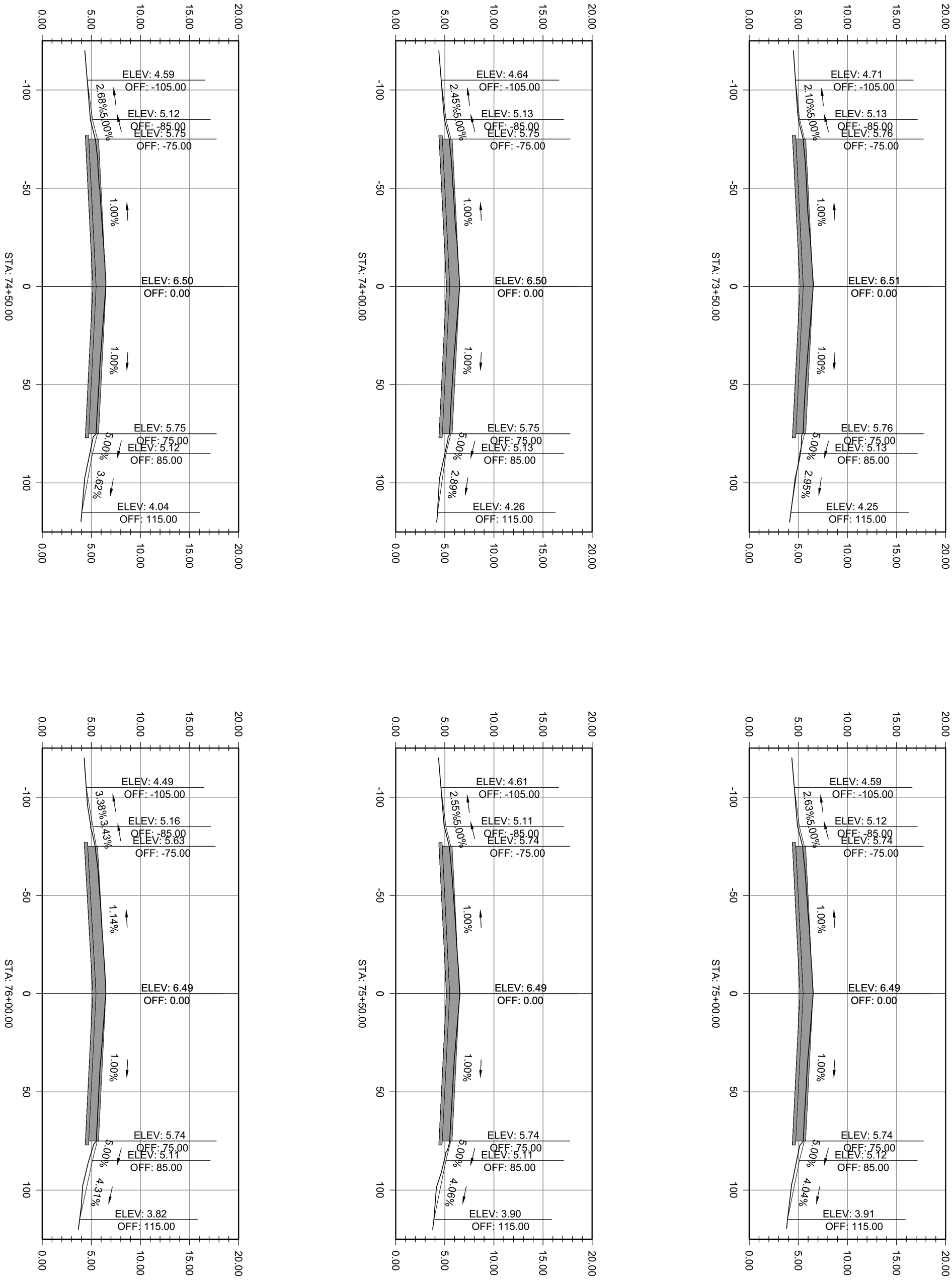
Last plotted by: Suarez, Javier Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 7/7/2015 5:34 PM Plotter used: DWG To PDF.pc3



GARVER

REGISTRATION NO.
F-5713

THOMAS D. DODSON
83909
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS

DIGITALLY SIGNED
07/08/2015

REV.	DATE	DESCRIPTION	BY

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

RUNWAY 12-30 CROSS SECTION III

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
RWX-03

SHEET NUMBER **52**

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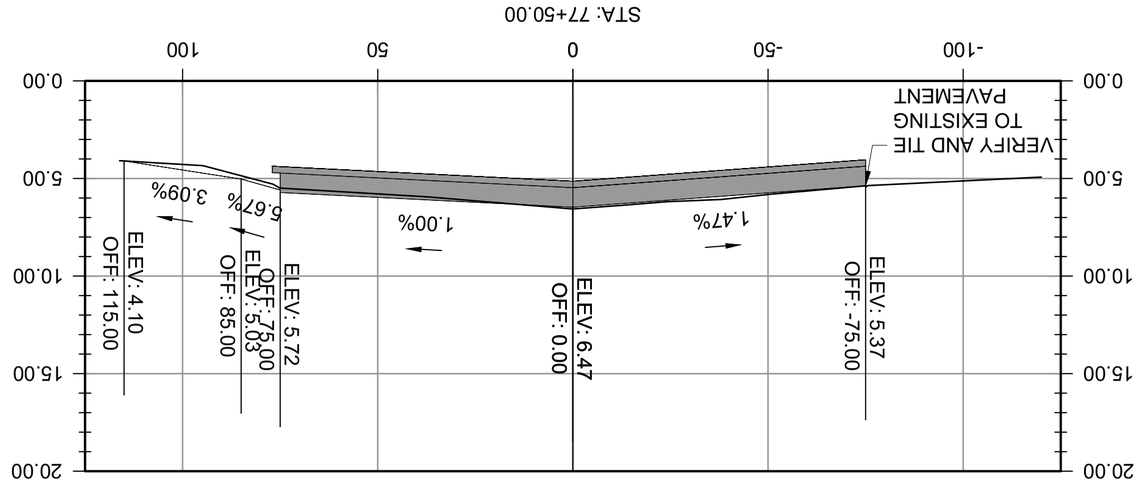
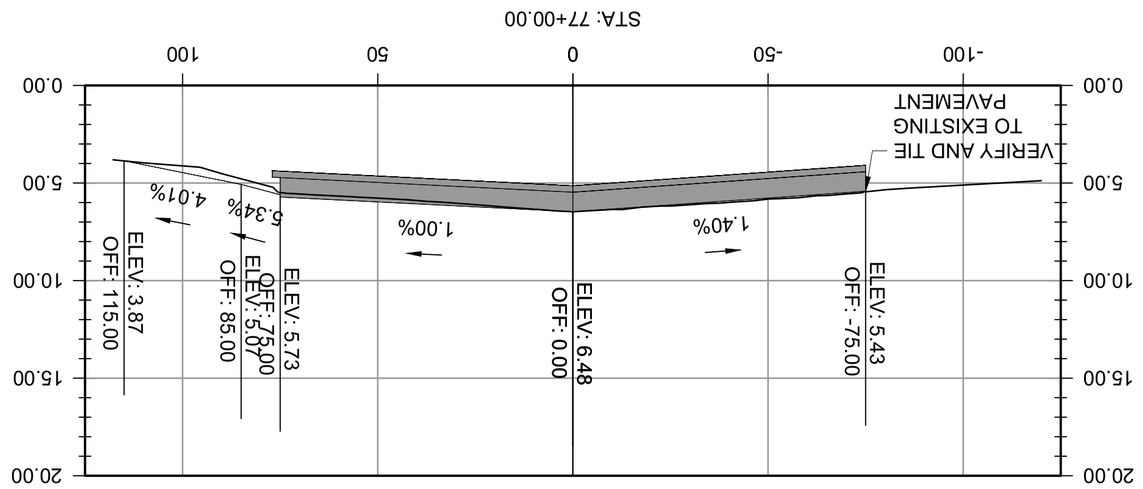
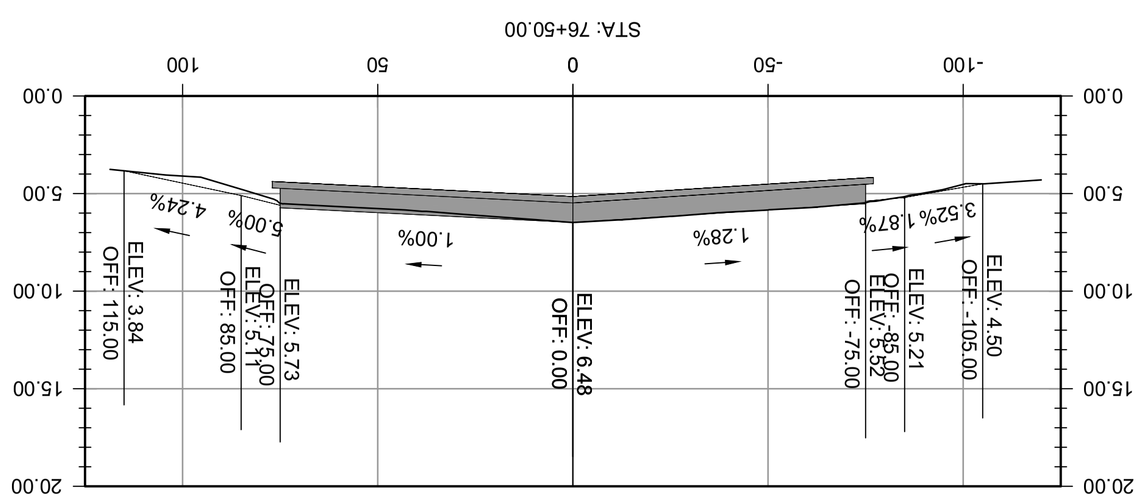
Last saved by: JSuarez

CROSS SECTION NOTES:

1. FROM STA. 76+81.25 TO END, TIE TO NEWLY CONSTRUCTED TAXIWAY D. PRIOR TO DEMOLITION, SURVEY TAXIWAY AT PROJECT LIMIT TO VERIFY PAVEMENT ELEVATION. REPORT ANY DISCREPANCIES TO THE ENGINEER.







BY	DESCRIPTION	DATE	REV.

DIGITALLY SIGNED
07/08/2015

STATE OF TEXAS
THOMAS D. DODSON
83909
LICENSED
PROFESSIONAL ENGINEER

REGISTRATION NO.
F-5713

GARVER

JACK BROOKS REGIONAL AIRPORT
JEFFERSON COUNTY, TX

RUNWAY 12-30 RECONSTRUCTION

RUNWAY 12-30 CROSS SECTION IV

JOB NO.: 14121507
DATE: JULY, 2015
DESIGNED BY: TCS
DRAWN BY: JS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
RWX-04

SHEET NUMBER
53

IFB 15-016/JW, McFaddin National Wildlife Refuge Dune Restoration
Final Bid Tabulation

				Bayou Construction 2300 Highway 365 Nederland TX 77627 ph 409-722-6880 fx 409-722-5480 Attn: William Denby willam.denby@bayouconstruction.com		Apollo Environmental PO Box 12114 Beaumont TX 77726 ph 409-833-3330 fx 409-833-8363 Attn: Andy Elms	
01 35 40 - Environmental Management							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
013540-1	Install Silt Fence	34,200	LF	$4.00	$136,800.00	$2.00	$68,400.00
013540-2	Remove Silt Fence	77,000	LF	$1.00	$77,000.00	$0.50	$38,500.00
31 11 00 - Clearing and Grubbing							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
311100-1	Light to Medium Clearing and Grubbing	315,752	SY	$1.00	$315,752.00	$0.05	$15,787.60
31 23 00 - Excavation & Fill							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
312300-1	Berm fill above +2 ft (NAVD) to lines and grades	34,200	LF	$7.00	$239,400.00	$64.00	$2,188,800.00
312300-2	Select fill to raise natural grade to +2ft (NAVD) at berm	4,971	CY	$50.00	$248,550.00	$6.00	$29,826.00
312300-3	Excavate existing berm for install. of impoundment relief	3,022	CY	$57.00	$172,254.00	$6.00	$18,132.00
312300-4	Excavation for impoundment relief sill	1,057	CY	$106.00	$112,042.00	$9.00	$9,513.00
31 00 00 - Earthwork							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
310000-1	Overburden Fill at Impoundment Relief	6,400	CY	$15.00	$96,000.00	$5.00	$32,000.00
310000-2	Post Construction Site Restoration	1	LS	$84,173.00	$84,173.00	$300,000.00	$300,000.00
TX S247 - Flexible Base							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
S247-1	Flexible Base (Levee Corssings)	1,250	CY	$135.00	$168,750.00	$90.00	$112,500.00
TX S432 - Riprap							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
S432-1	Riprap	2,010	CY	$116.00	$233,160.00	$140.00	$281,400.00
	BASE BID SUBTOTALS =				$1,883,881.00		$3,094,858.60
	Bidders Incorrect Total =				$2,334,707.00		

				Bayou Construction		Apollo Environmental	
01 71 13 - Mobilization and Demobilization							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
017113-1	Mobilization/Demobilization	1	LS	$18,124.00	$18,124.00	$249,200.00	$249,200.00
	BASE BID TOTAL =				$1,902,005.00		$3,344,058.60
	Bidders Incorrect Total =				$2,352,831.00		
Additive Alternate 1 - Erosion and Sedimentation Control							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
312500-1	Weir, HDPE Pipe, and Sediment Mat	12	EA	No Amount Given	$226,669.00	$4,500.00	$54,000.00
017013-2	Mobilization/Demobilization	1	LS	No Amount Given	$1,500.00	$5,000.00	$5,000.00
	SUBTOTAL =				$228,169.00		$59,000.00
	BASE BID & ALT 1 GRAND TOTAL =				$2,130,174.00		$3,403,058.60
	Bidders Incorrect Total =				$2,581,000.00		
Additive Alternate 2 - Erosion and Sedimentation Control							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
312500-2	Sand Fence	61,160	LF	No Amount Given	$6,560,640.00	$6.00	$366,960.00
017013-3	Mobilization/Demobilization	1	LS	No Amount Given	$1,500.00	$34,000.00	$34,000.00
	SUBTOTAL =				$6,562,140.00		$400,960.00
	BASE BID & ALT 2 GRAND TOTAL =				$8,464,145.00		$3,745,018.60
	Bidders Incorrect Total=				$8,915,971.00		
Additive Alternate 3 - Erosion and Sedimentation Control							
Bid Item	**Description**	**Estimated Qtys**	**Units**	**Installed Unit Price**	**Total**	**Installed Unit Price**	**Total**
312500-3	6' Timber Bollards and Galvanized Cable	400	EA	No Amount Given	$131,160.00	$150.00	$60,000.00
071013-4	Tube Gate	4	EA	No Amount Given	$1,250.00	$550.00	$2,200.00
312500-3	Mobilization/Demobilization	1	LS	No Amount Given	$1,500.00	$6,000.00	$6,000.00
	SUBTOTAL =				$133,910.00		$68,200.00
	BASE BID & ALT 3 GRAND TOTAL =				$2,035,915.00		$3,412,258.60
	Bidders Incorrect Total=				$2,334,707.00		

JEFFERSON COUNTY PURCHASING DEPARTMENT

Deborah L. Clark, Purchasing Agent

1149 Pearl Street, Beaumont, TX 77701 409-835-8593 Fax 409-835-8456

MEMORANDUM

July 6, 2015

To: Don Rao
Jefferson County Engineering Department

From: Deborah Clark
Jefferson County Purchasing Department

Re: IFB 15-016/JW McFaddin National Wildlife Refuge Dune Restoration

Copies of the tabulation sheet and responsive bids received from the above-referenced invitation for bid are attached for your review and recommendation.

If you recommend any bid other than the low bid, you must furnish clear and convincing written justification as to why the bid or bids lower than the one you recommend should be considered for award. The final decision rests with the Purchasing Agent.

Please use the bid number as a reference on all correspondence. **RETURN ALL ORIGINAL CUT SHEETS, SPECIFICATIONS OR LITERATURE**; however, you may retain the enclosed copies of the tabulation and bid.

Any questions concerning a bid, including specifications, are to be directed to the Buyer for clarification or resolution. **Direct contact with a bidder is prohibited prior to award.** Any inquiries from bidders or interested parties outside your agency should also be directed to the Buyer. Do not discuss or divulge your findings except to the Purchasing Office.

Due to the limited acceptance period, please return your recommendation with five (5) days of the date of this memo. If an extension is needed, please notify the Buyer. **IF NO RESPONSE OR REQUEST FOR EXTENSION IS RECEIVED WITHIN FIVE (5) DAYS, THE PURCHASING AGENT WILL RECOMMEND TO COMMISSIONERS' COURT THAT THE AWARD BE MADE TO THE LOWEST RESPONSIBLE BIDDER.**

IMPORTANT

Do not reveal or discuss information in this bid with any vendor, as this will forfeit confidentially under the Public Information Act.

First endorsement:
Award to lowest responsive/responsible bidder: APOLLO ENV.

Donald M. Rao Date: 7/6/15

CONTRACT RENEWAL FOR IFB 11-029/AW
TERM CONTRACT FOR SHERIFF'S DEPARTMENT (JEFFERSON COUNTY) LAW ENFORCEMENT EQUIPMENT AND UNIFORMS

The County entered into a contract with Lone Star Uniforms, Inc. for one (1) year, from August 22, 2011 to August 21, 2012, with an option to renew the contract for up to a five (5) year period.

Pursuant to the contract, Jefferson County hereby exercises its option to renew the contract for one (1) additional year from August 18, 2015 to August 17, 2016.

ATTEST:

Carolyn L. Guidry, County Clerk

JEFFERSON COUNTY, TEXAS

Jeff Branick, County Judge

COMMISSIONERS COURT JEFFERSON COUNTY, TEXAS

CONTRACTOR:
Lone Star Uniforms, Inc.

(Name)

CONTRACT RENEWAL FOR IFB 11-029/AW
TERM CONTRACT FOR SHERIFF'S DEPARTMENT (JEFFERSON COUNTY) LAW ENFORCEMENT EQUIPMENT AND UNIFORMS

The County entered into a contract with Texas Code Blue, LLC for one (1) year, from August 22, 2011 to August 21, 2012, with an option to renew the contract for up to a five (5) year period.

Pursuant to the contract, Jefferson County hereby exercises its option to renew the contract for one (1) additional year from August 18, 2015 to August 17, 2016.

ATTEST:

Carolyn L. Guidry, County Clerk

JEFFERSON COUNTY, TEXAS

Jeff Branick, County Judge

COMMISSIONERS COURT JEFFERSON COUNTY, TEXAS

CONTRACTOR:
Texas Code Blue, LLC

(Name)

JEFFERSON COUNTY PURCHASING DEPARTMENT
Deborah Clark, Purchasing Agent

1001 Pearl Street, 3rd Floor, Beaumont, TX 77701 409-835-8593 Fax 409-835-8456

AMENDMENT I TO CONTRACT

July 8, 2015

Excel Medical Waste Disposal
6410 Long Drive
Houston TX 77087
Attention: Mr. Lee McMorries

Dear Mr. McMorries:

This letter will serve as Amendment I (one) to contract IFB 15-011/JW, Term Contract for Trash and Biomedical Waste Container Service for Jefferson County.

Amendment I (one) will add service for Jefferson County Juvenile Justice – Port Arthur Office, located at 900 Fourth Street, Port Arthur, TX, 77640, at a rate of $35.00 per container per haul or $35.00 per container per month.

Please sign below, and return to me via fax (409) 835-8456 or E-Mail (vsauer@co.jefferson.tx.us).

Excel Medical Waste Disposal — Date: 07.08.15

Jeff R. Branick
Jefferson County Judge — Date: July 13, 2015

ATTEST Carolyn L Guidry
DATE 7/13/15

COMMISSIONERS COURT JEFFERSON COUNTY, TEXAS

PATTILLO, BROWN & HILL, L.L.P.
CERTIFIED PUBLIC ACCOUNTANTS ■ BUSINESS CONSULTANTS

June 30, 2015

Jefferson County
Attention: Deborah L. Clark
Jefferson County Purchasing Department
1149 Pearl Street, 1st Floor
Beaumont, Texas 77701

To Commissioners' Court and County Judge:

We are pleased to confirm our understanding of the services we are to provide Jefferson County for the year ended September 30, 2015. We will audit the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information, including the related notes to the financial statements, which collectively comprise the basic financial statements, of Jefferson County as of and for the year ended September 30, 2015. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement Jefferson County's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to Jefferson County's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

1) Management's Discussion and Analysis.

2) Analysis and Budgetary Comparison Information – General Fund

3) TCDRS Schedule of Funding Progress

4) Other Post-Employment Benefits Schedule of Funding Progress

We have also been engaged to report on supplementary information other than RSI that accompanies Jefferson County's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America, and we will provide an opinion on it in relation to the financial statements as a whole:

1) Schedule of expenditures of federal awards

2) Combining and individual fund information

3) Other supplementary information

The following other information accompanying the financial statements will not be subjected to the auditing procedures applied in our audit of the financial statements, and our auditor's report will not provide an opinion or any assurance on that other information.

1) Introductory section

2) Statistical section

Audit Objectives

The objective of our audit is the expression of opinions as to whether your financial statements are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles and to report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. The objective also includes reporting on—

- Internal control related to the financial statements and compliance with the provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a material effect on the financial statements in accordance with Government Auditing Standards.

- Internal control related to major programs and an opinion (or disclaimer of opinion) on compliance with laws, regulations, and the provisions of contracts or grant agreements that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

The Government Auditing Standards report on internal control over financial reporting and on compliance and other matters will include a paragraph that states that (1) the purpose of the report is solely to describe the scope of testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance, and (2) the report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the entity's internal control and compliance. The OMB Circular A-133 report on internal control over compliance will include a paragraph that states that the purpose of the report on internal control over compliance is solely to describe the scope of testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Both reports will state that the report is not suitable for any other purpose.

Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America; the standards for financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of OMB Circular A-133, and will include tests of accounting records, a determination of major programs in accordance with OMB Circular A-133, and other procedures we consider necessary to enable us to express such opinions. We will issue written reports upon completion of our Single Audit. Our reports will be addressed to the Commissioners' Court of Jefferson County. We cannot provide assurance that unmodified opinions will be expressed. Circumstances may arise in which it is necessary for us to modify our opinions or add emphasis-of-matter or other-matter paragraphs. If our opinions on the financial statements or the Single Audit compliance opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or issue reports, or may withdraw from this engagement.

Audit Procedures—General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government. Because the determination of abuse is subjective, Government Auditing Standards do not expect auditors to provide reasonable assurance of detecting abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements or noncompliance may exist and not be detected by us, even though the audit is properly planned and performed in accordance with U.S. generally accepted auditing standards and Government Auditing Standards. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or major programs. However, we will inform the appropriate level of management of any material errors, any fraudulent financial reporting, or misappropriation of assets that come to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly

inconsequential, and of any material abuse that comes to our attention. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors, is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will require certain written representations from you about your responsibilities for the financial statements; schedule of expenditures of federal awards; federal award programs; compliance with laws, regulations, contracts, and grant agreements; and other responsibilities required by generally accepted auditing standards.

Audit Procedures—Internal Control

Our audit will include obtaining an understanding of the government and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to Government Auditing Standards.

As required by OMB Circular A-133, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards, Government Auditing Standards, and OMB Circular A-133.

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of Jefferson County's compliance with provisions of applicable laws, regulations, contracts, and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to Government Auditing Standards.

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and grant agreements applicable to major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the OMB Circular A-133 Compliance Supplement for the types of compliance requirements that could have a direct and material effect on each of Jefferson County's major programs. The purpose of these procedures will be to express an opinion on Jefferson County's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to OMB Circular A-133.

Other Services

We will also assist in preparing the financial statements, schedule of expenditures of federal awards, and related notes of Jefferson County in conformity with U.S. generally accepted accounting principles and OMB Circular A-133 based on information provided by you. These nonaudit services do not constitute an audit under Government Auditing Standards and such services will not be conducted in accordance with Government Auditing Standards.

Management Responsibilities

Management is responsible for (1) establishing and maintaining effective internal controls, including internal controls over compliance, and for evaluating and monitoring ongoing activities, to help ensure that appropriate goals and objectives are met; (2) following laws and regulations; (3) ensuring that there is reasonable assurance that government programs are administered in compliance with compliance requirements; and (4) ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles; for the preparation and fair presentation of the financial statements, schedule of expenditures of federal awards, and all accompanying information in conformity with U.S. generally accepted accounting principles; and for compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Management is also responsible for making all financial records and related information available to us and for the accuracy and completeness of that information. You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, (2) additional information that we may request for the purpose of the audit, and (3) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence.

Your responsibilities also include identifying significant vendor relationships in which the vendor has responsibility for program compliance and for the accuracy and completeness of that information. Your responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants. Management is also responsible for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements, or abuse that we report. Additionally, as required by OMB Circular A-133, it is management's responsibility to follow up and take corrective action on reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan. The summary schedule of prior audit findings should be available for our review on January 1, 2016.

You are responsible for identifying all federal awards received and understanding and complying with the compliance requirements and for the preparation of the schedule of expenditures of federal awards (including notes and noncash assistance received) in conformity with OMB Circular A-133. You agree to include our report on the schedule of expenditures of federal awards in any document that contains and indicates that we have reported on the schedule of expenditures of federal awards. You also agree to include the audited financial statements with any presentation of the schedule of expenditures of federal awards that includes our report thereon or make the audited financial statements readily available to intended users of the schedule of expenditures of federal awards no later than the date the schedule of expenditures of federal awards is issued with our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the schedule of expenditures of federal awards in accordance with OMB Circular A-133; (2) you believe the schedule of expenditures of federal awards, including its form and content, is fairly presented in accordance with OMB Circular A-133; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the schedule of expenditures of federal awards.

You are also responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles. You agree to include our report on the supplementary information in any document that contains and indicates that we have reported on the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon or make the audited financial statements readily available to users of the supplementary information no later than the date the supplementary information is issued with our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report

copies of previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

You agree to assume all management responsibilities relating to the financial statements, schedule of expenditures of federal awards, related notes, and any other nonaudit services we provide. You will be required to acknowledge in the management representation letter our assistance with preparation of the financial statements, schedule of expenditures of federal awards, and related notes and that you have reviewed and approved the financial statements, schedule of expenditures of federal awards, and related notes prior to their issuance and have accepted responsibility for them. Further, you agree to oversee the nonaudit services by designating an individual, preferably from senior management, with suitable skill, knowledge, or experience; evaluate the adequacy and results of those services; and accept responsibility for them.

Engagement Administration, Fees, and Other

We may from time to time, and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers, but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers.

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any documents selected by us for testing.

At the conclusion of the engagement, we will complete the appropriate sections of the Data Collection Form that summarizes our audit findings. It is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditors' reports, and corrective action plan) along with the Data Collection Form to the federal audit clearinghouse. We will coordinate with you the electronic submission and certification. If applicable, we will provide copies of our report for you to include with the reporting package you will submit to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditors' reports or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audits.

We will provide copies of our reports to Commissioners' Court; however, management is responsible for distribution of the reports and the financial statements. Unless restricted by law or regulation, or

containing privileged and confidential information, copies of our reports are to be made available for public inspection.

The audit documentation for this engagement is the property of Pattillo, Brown and Hill, L.L.P. and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Pattillo, Brown and Hill, L.L.P. personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

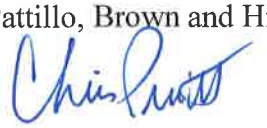
The audit documentation for this engagement will be retained for a minimum of five years after the report release date or for any additional period requested. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the parties contesting the audit finding for guidance prior to destroying the audit documentation.

We expect to begin our audit on approximately January 1, 2016 and to issue our reports no later than March 31, 2016. Chris Pruitt is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them.

Our fee for these services will be at our standard hourly rates plus out-of-pocket costs (such as report reproduction, word processing, postage, travel, copies, telephone, etc.) except that we agree that our gross fee, including expenses, will not exceed $70,000. Our standard hourly rates vary according to the degree of responsibility involved and the experience level of the personnel assigned to your audit. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if your account becomes 30 days or more overdue and may not be resumed until your account is paid in full. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed upon written notification of termination, even if we have not completed our reports. You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket costs through the date of termination. The above fee is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

We appreciate the opportunity to be of service to Jefferson County and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Very truly yours,
Pattillo, Brown and Hill, L.L.P.



Chris Pruitt, CPA

RESPONSE:

This letter correctly sets forth the understanding of Jefferson County.

Management signature:

Title:

Date: 7/10/15

Governance signature:

Title: County Judge

Date: 07/06/2015

ATTEST Carolyn L Guidry
DATE 7/13/15

JEFFERSON COUNTY, TEXAS COMMISSIONERS COURT

LJA Engineering, Inc.

5136 Highway 290 West
Suite 150
Austin, Texas 78735

Phone 512.439.4700
Fax 512.439.4716
www.ljaengineering.com

June 21, 2015 PROPOSAL

Mr. Don Rao
Jefferson County Engineering Dept.
1149 Pearl Street, 5th Floor
Beaumont, Texas 77701

Re: Siphon Design GIWW Intracoastal
LJA Proposal No. 15-00891
LJA Project No. 079-1012

Dear Mr. Rao:

LJA Engineering, Inc. is pleased to offer the following proposal to complete the 100% plans for the siphons crossing from the north side of the Gulf Intracoastal Water Way (GIWW) to the south side.

We have taken into consideration the previous study work in this proposal.

The proposal consists of 8 phases:

SCOPE OF SERVICES

1. Final Data Collection and Survey.
2. Coordination with the numerous agencies and involved parties.
3. Geotechnical
4. Deign of the Weir Boxes
5. Concrete Basin Sump Design
6. Embankment Design
7. Final Siphon Design
8. Final PS&E

COST BY PHASE

1.	Data Collection	$22,420
2.	Coordination	$30,400
3.	Geotechnical	$9,720
4.	Weir Box Design	$26,200
5.	Concrete Basin Design	$22,600
6.	Embankment Design	$11,660
7.	Final Siphon Design	$32,400
8.	Final PS&E	$78,720
	Total	**$234,120**

SCHEDULE

The project will take 3- 4 months to complete.

TERMS AND CONDITIONS

We intend to bill the project on a lump sum basis.

We thank you for the opportunity to provide this scope and proposal and we look forward to working with you on this project. Should you have any questions or wish to discuss this matter further, please do not hesitate to call me directly at 409-781-1573

Sincerely,

Wallace R Wilson P.E.

Wallace R. Wilson, PE
LJA Engineering

Approved for:
Jefferson County

By: _____

Name: Jeff R. Branick

Title: County Judge

Date: July 13, 2015

ATTEST _____
DATE 7/13/15

COMMISSIONERS COURT
JEFFERSON COUNTY, TEXAS

JEFFERSON COUNTY JUVENILE PROBATION DEPARTMENT
MINNIE ROGERS JUVENILE JUSTICE CENTER

5326 Hwy 69 South
Beaumont, TX 77705
Ph: (409) 722-7474
Fx: (409) 726-2896

Edward "Ed" Cockrell, Sr.
Chief Juvenile Probation Officer

900 Fourth Street
Port Arthur, TX 77640
Ph: (409) 983-8370
Fx: (409) 983-8348

MEMORANDUM

To: Patrick Swain
Auditor

From: Edward J. Cockrell, Sr EC
Chief Juvenile Probation Officer

Date: May 28, 2015

Re: Justification – Recovering the Roof

The Minnie Rogers Juvenile Justice Center has been experiencing several leaks on the administrative section (Probation) of the facility. The leaks occur during periods of continuous rain. It has been proposed that a DURO-LAST mechanically fastened, single ply, PVC membrane roofing system be installed to recover the roof.

NAME	AMOUNT	CHECK NO.	TOTAL
JURY FUND			
JAN GIROUARD & ASSOCIATES	201.00	409479	
TRI-CITY COFFEE SERVICE	203.38	409531	
			404.38**
ROAD & BRIDGE PCT.#1			
RB EVERETT & COMPANY, INC.	143.76	409475	
STAR GRAPHICS SHARP	30.12	409524	
			173.88**
ROAD & BRIDGE PCT.#2			
SUPERIOR TIRE & SERVICE	321.58	409459	
APAC, INC. - TROTTI & THOMSOM	171.15	409461	
CHEMAX CORP.	239.20	409467	
W.W. GRAINGER, INC.	125.89	409480	
ENTERGY	778.58	409482	
MID-COUNTY ALTERNATOR	80.00	409503	
MUNRO'S	36.90	409504	
STAR GRAPHICS SHARP	42.71	409524	
BUBBA'S AIR CONDITIONING	93.75	409539	
LOWE'S HOME CENTERS, INC.	23.34	409568	
BUMPER TO BUMPER	173.11	409578	
NEW WAVE WELDING TECHNOLOGY	166.25	409596	
SILSBEE FORD INC	23,783.05	409633	
			26,035.51**
ROAD & BRIDGE PCT. # 3			
APAC, INC. - TROTTI & THOMSOM	1,543.60	409461	
FARM & HOME SUPPLY	11.51	409476	
W.W. GRAINGER, INC.	72.72	409480	
HARBOR FREIGHT TOOLS	97.94	409486	
ISI COMMERCIAL REFRIGERATION	139.50	409489	
MUNRO'S	18.23	409504	
STAR GRAPHICS SHARP	63.56	409524	
MATHESON TRI-GAS	232.64	409532	
HOWARD'S AUTO SUPPLY	162.73	409543	
FASTENAL	19.22	409544	
WINDSTREAM	46.56	409588	
BILL WILLIAMS	200.00	409595	
HAMSHIRE GULF	17.00	409641	
			2,625.21**
ROAD & BRIDGE PCT.#4			
ABLE FASTENER, INC.	195.03	409450	
BEAUMONT FRAME & FRONT END	1,868.88	409465	
RB EVERETT & COMPANY, INC.	129.00	409475	
ENTERGY	12.21	409482	
M&D SUPPLY	9.14	409497	
TRI-CON, INC.	3,584.29	409530	
WASTE MGT. GOLDEN TRIANGLE, INC.	64.17	409537	
W. JEFFERSON COUNTY M.W.D.	151.29	409538	
SIERRA SPRING WATER CO. - BT	67.63	409562	
MARTIN PRODUCT SALES LLC	248.56	409589	
ON TIME TIRE	70.00	409623	
			6,142.20**
ENGINEERING FUND			
STAR GRAPHICS SHARP	43.25	409524	
UNITED STATES POSTAL SERVICE	1.20	409560	
			44.45**
PARKS & RECREATION			
ADAMS BACKHOE SERVICE	900.00	409451	
CITY OF PORT ARTHUR - WATER DEPT.	83.11	409469	
AT&T	28.97	409521	
LOWE'S HOME CENTERS, INC.	39.71	409568	
A-1 AMERICAN FENCE INC	1,940.00	409640	
			2,991.79**
GENERAL FUND			
TAX OFFICE			

NAME	AMOUNT	CHECK NO.	TOTAL
OFFICE DEPOT	107.08	409507	
SOUTHEAST TEXAS WATER	254.45	409519	
AT&T	101.43	409521	
STAR GRAPHICS SHARP	208.10	409524	
UNITED STATES POSTAL SERVICE	668.04	409560	
UNITED STATES POSTAL SERVICE	20.23	409561	
			1,359.33*
COUNTY HUMAN RESOURCES			
BEAUMONT FAMILY PRACTICE ASSOC.	25.00	409464	
STAR GRAPHICS SHARP	43.25	409524	
CDW COMPUTER CENTERS, INC.	982.70	409545	
PRE CHECK, INC.	467.00	409550	
UNITED STATES POSTAL SERVICE	.83	409560	
			1,518.78*
AUDITOR'S OFFICE			
OFFICE DEPOT	116.32	409507	
STAR GRAPHICS SHARP	60.94	409524	
UNITED STATES POSTAL SERVICE	21.26	409560	
			198.52*
COUNTY CLERK			
OLMSTED-KIRK PAPER	299.70	409508	
UNITED STATES POSTAL SERVICE	257.42	409560	
UNITED STATES POSTAL SERVICE	39.77	409561	
INFORMATION MANAGEMENT SERVICES	2,795.00	409627	
			3,391.89*
COUNTY JUDGE			
JAN GIROUARD & ASSOCIATES	400.00	409479	
STAR GRAPHICS SHARP	43.25	409524	
UNITED STATES POSTAL SERVICE	7.07	409560	
JEFF R BRANICK	427.80	409590	
			878.12*
RISK MANAGEMENT			
STAR GRAPHICS SHARP	31.78	409524	
UNITED STATES POSTAL SERVICE	6.68	409560	
			38.46*
COUNTY TREASURER			
STAR GRAPHICS SHARP	43.25	409524	
UNITED STATES POSTAL SERVICE	208.68	409560	
LEXISNEXIS- ACCURINT	120.00	409608	
			371.93*
PRINTING DEPARTMENT			
W.W. GRAINGER, INC.	308.83	409480	
OLMSTED-KIRK PAPER	387.91	409508	
STAR GRAPHICS SHARP	314.11	409524	
			1,010.85*
PURCHASING DEPARTMENT			
STAR GRAPHICS SHARP	43.25	409524	
UNITED STATES POSTAL SERVICE	4.58	409560	
			47.83*
GENERAL SERVICES			
CASH ADVANCE ACCOUNT	55.00	409492	
INTERFACE EAP	1,702.80	409541	
VERIZON WIRELESS	303.92	409556	
LEXISNEXIS- ACCURINT	252.50	409608	
DYNAMEX INC	211.60	409632	
			2,525.82*
DATA PROCESSING			
STAR GRAPHICS SHARP	60.94	409524	
SOLARWINDS.NET INC 730720	395.00	409563	
LEXISNEXIS- ACCURINT	240.00	409608	
JEFFERSON COUNTY CREDIT CARDS	162.54	409613	
			858.48*
VOTERS REGISTRATION DEPT			

NAME	AMOUNT	CHECK NO.	TOTAL
GWEN GREEN	32.34	409481	
OFFICE DEPOT	131.29	409507	
STAR GRAPHICS SHARP	30.12	409524	
UNITED STATES POSTAL SERVICE	146.40	409560	
VANESSA HAGGER	3.76	409585	
MICHELLE FARNIE	8.57	409626	
			352.48*
ELECTIONS DEPARTMENT			
STAR GRAPHICS SHARP	30.12	409524	
VERIZON WIRELESS	2,016.30	409557	
UNITED STATES POSTAL SERVICE	40.70	409560	
			2,087.12*
DISTRICT ATTORNEY			
STAR GRAPHICS SHARP	261.30	409524	
UNITED STATES POSTAL SERVICE	227.89	409560	
UNITED STATES POSTAL SERVICE	.48	409561	
LEXISNEXIS- ACCURINT	480.00	409608	
			969.67*
DISTRICT CLERK			
CASH ADVANCE ACCOUNT	1,353.78	409492	
STAR GRAPHICS SHARP	51.52	409524	
UNITED STATES POSTAL SERVICE	123.28	409560	
US POSTAL SERVICE	136.00	409564	
BARCODES LLC	110.00	409618	
			1,774.58*
CRIMINAL DISTRICT COURT			
GAYLYN COOPER	800.00	409454	
DAVID W BARLOW	4,166.50	409463	
DONALD W. DUESLER & ASSOC.	8,333.00	409472	
JIMMY D. HAMM	700.00	409485	
LEAH HAYES	301.00	409487	
JOHN E MACEY	800.00	409498	
MARSHA NORMAND	8,333.00	409505	
STAR GRAPHICS SHARP	31.78	409524	
RENE MULHOLLAND	1,799.35	409535	
UNITED STATES POSTAL SERVICE	1.25	409560	
C. HADEN CRIBBS JR., PC	8,333.00	409622	
			33,598.88*
58TH DISTRICT COURT			
STAR GRAPHICS SHARP	31.78	409524	
UNITED STATES POSTAL SERVICE	.42	409560	
			32.20*
60TH DISTRICT COURT			
STAR GRAPHICS SHARP	30.12	409524	
UNITED STATES POSTAL SERVICE	8.40	409560	
			38.52*
136TH DISTRICT COURT			
AMERICAN BAR ASSOCIATION	283.00	409457	
STAR GRAPHICS SHARP	30.12	409524	
UNITED STATES POSTAL SERVICE	2.50	409560	
			315.62*
172ND DISTRICT COURT			
AMERICAN JUDGES ASSOCIATION., INC.	150.00	409458	
STAR GRAPHICS SHARP	31.78	409524	
			181.78*
252ND DISTRICT COURT			
ALL AMERICAN MOVING & STORAGE	94.00	409452	
DAVID W BARLOW	4,166.50	409463	
MIKE VAN ZANDT	8,333.00	409534	
BRACK JONES JR.	8,333.33	409542	
UNITED STATES POSTAL SERVICE	57.08	409560	
JOEL WEBB VAZQUEZ	800.00	409577	
SUMMER TANNER	43.47	409591	
SEAN VILLERY-SAMUEL	800.00	409609	

NAME	AMOUNT	CHECK NO.	TOTAL
SOUTHEAST TEXAS PSYCHIATRY PA	595.00	409620	
MATUSKA LAW FIRM	900.00	409636	
			24,122.38*
279TH DISTRICT COURT			
DAVID GROVE	75.00	409455	
UNITED STATES POSTAL SERVICE	.49	409560	
DONEANE E. BECKCOM	500.00	409565	
STEFANIE L. ADAMS, ATTORNEY AT LAW	300.00	409615	
WILLIAM FORD DISHMAN	375.00	409631	
MATUSKA LAW FIRM	75.00	409636	
TARA SHELANDER	75.00	409639	
SARAH FRASHER	500.00	409642	
			1,900.49*
317TH DISTRICT COURT			
STAR GRAPHICS SHARP	31.78	409524	
TEXAS CENTER FOR JUDICIARY	250.00	409529	
UNITED STATES POSTAL SERVICE	.49	409560	
JUDY PAASCH	2,278.33	409579	
			2,560.60*
JUSTICE COURT-PCT 1 PL 1			
STAR GRAPHICS SHARP	51.32	409524	
UNITED STATES POSTAL SERVICE	57.60	409560	
LEXISNEXIS- ACCURINT	120.00	409608	
			228.92*
JUSTICE COURT-PCT 1 PL 2			
STAR GRAPHICS SHARP	30.12	409524	
LEXISNEXIS- ACCURINT	120.00	409608	
			150.12*
JUSTICE COURT-PCT 2			
TEXAS STATE UNIVERSITY SAN MARS	150.00	409520	
LEXISNEXIS- ACCURINT	120.00	409608	
			270.00*
JUSTICE COURT-PCT 4			
STAR GRAPHICS SHARP	42.71	409524	
LEXISNEXIS- ACCURINT	120.00	409608	
			162.71*
JUSTICE COURT-PCT 6			
OFFICE DEPOT	87.29	409507	
STAR GRAPHICS SHARP	30.12	409524	
UNITED STATES POSTAL SERVICE	32.47	409560	
LEXISNEXIS- ACCURINT	120.00	409608	
			269.88*
JUSTICE COURT-PCT 7			
LEXISNEXIS- ACCURINT	120.00	409608	
			120.00*
JUSTICE OF PEACE PCT. 8			
UNITED STATES POSTAL SERVICE	405.48	409561	
LEXISNEXIS- ACCURINT	120.00	409608	
			525.48*
COUNTY COURT AT LAW NO.1			
STAR GRAPHICS SHARP	30.12	409524	
UNITED STATES POSTAL SERVICE	.83	409560	
			30.95*
COUNTY COURT AT LAW NO. 2			
DAVID GROVE	250.00	409455	
TERRENCE HOLMES	350.00	409488	
CHARLES ROJAS	250.00	409546	
UNITED STATES POSTAL SERVICE	30.85	409560	
ANTOINETTE BRADLEY	350.00	409574	
LEXISNEXIS- ACCURINT	60.00	409608	
ALEX BILL III	250.00	409616	
			1,540.85*
COUNTY COURT AT LAW NO. 3			

NAME	AMOUNT	CHECK NO.	TOTAL
UNITED STATES POSTAL SERVICE	21.22	409560	
LEXISNEXIS- ACCURINT	60.00	409608	
ALLEN PARKER	250.00	409610	
CHANCE SHOEMAKE	250.00	409643	
			581.22*
COURT MASTER			
JUDGE LARRY GIST	1,880.94	409478	
STAR GRAPHICS SHARP	42.71	409524	
UNITED STATES POSTAL SERVICE	4.53	409560	
			1,928.18*
MEDIATION CENTER			
SOUTHEAST TEXAS WATER	82.50	409519	
STAR GRAPHICS SHARP	30.12	409524	
UNITED STATES POSTAL SERVICE	4.16	409560	
			116.78*
COMMUNITY SUPERVISION			
STAR GRAPHICS SHARP	136.39	409524	
			136.39*
SHERIFF'S DEPARTMENT			
ENTERGY	1,462.87	409482	
OFFICE DEPOT	1,201.19	409507	
AT&T	31.15	409521	
STAR GRAPHICS SHARP	279.27	409524	
UNITED STATES POSTAL SERVICE	1,110.05	409560	
TRANSUNION RISK AND ALTERNATIVE	475.00	409645	
			4,559.53*
CRIME LABORATORY			
SIGMA-ALDRICH, INC.	39.97	409449	
OFFICE DEPOT	160.70	409507	
HENRY SCHEIN, INC.	196.43	409516	
SOUTHEAST TEXAS WATER	79.90	409519	
STAR GRAPHICS SHARP	42.71	409524	
LINDA JOHNSON	66.00	409548	
LIPOMED	80.00	409612	
TIFFANY AARDHAL	48.53	409617	
			714.24*
JAIL - NO. 2			
CITY OF BEAUMONT - WATER DEPT.	21.00	409468	
ENTERGY	39,014.33	409482	
PETTY CASH - SHERIFF'S OFFICE	467.00	409510	
AT&T	926.65	409521	
STAR GRAPHICS SHARP	522.75	409524	
PORTER-STRAIT INSTRUMENT CO., INC.	2,696.40	409582	
CONSTELLATION NEWENERGY - GAS DIVIS	2,419.02	409625	
			46,067.15*
JUVENILE PROBATION DEPT.			
J WALTER BORDAGES JR PHD	345.00	409466	
ELAINE MADOLE	67.85	409499	
STAR GRAPHICS SHARP	91.06	409524	
CHERYL TARVER	92.00	409540	
UNITED STATES POSTAL SERVICE	7.52	409560	
SHANNA CITIZEN	129.38	409571	
LYNN BIERHALTER	126.50	409587	
LATONYA DOUCET	166.18	409597	
RASHUNDA FLETCHER	192.63	409598	
BRIA LYNCH	17.83	409599	
DURWARD MINOR	100.63	409630	
JOSH CUYOS	161.58	409637	
TANISHA GRIFFIN	193.20	409644	
ROXANA MITCHELL	314.53	409648	
CLINEECIA TROTTY	115.00	409649	
CHRISTAL CHANNELL	115.00	409650	
			2,235.89*
JUVENILE DETENTION HOME			
AMERICAN RED CROSS, INC.	27.00	409460	

NAME	AMOUNT	CHECK NO.	TOTAL
ENTERGY	7,814.92	409482	
AT&T	682.92	409521	
WASTE MGT. GOLDEN TRIANGLE, INC.	441.40	409537	
FLOWERS FOODS	105.52	409575	
BEN E KEITH FOODS	2,499.30	409576	
VANSCHECA SANDERS-CHEVIS	500.00	409592	
			12,071.06*
CONSTABLE PCT 1			
UNITED STATES POSTAL SERVICE	65.20	409560	
LEXISNEXIS- ACCURINT	120.00	409608	
			185.20*
CONSTABLE-PCT 2			
LEXISNEXIS- ACCURINT	120.00	409608	
			120.00*
CONSTABLE-PCT 4			
OFFICE DEPOT	248.72	409507	
JEFFERSON COUNTY CREDIT CARDS	45.19	409613	
TRANSUNION RISK AND ALTERNATIVE	70.00	409645	
			363.91*
CONSTABLE-PCT 6			
SOLAR SPECIALTIES	200.00	409518	
STAR GRAPHICS SHARP	30.12	409524	
UNITED STATES POSTAL SERVICE	9.19	409560	
LEXISNEXIS- ACCURINT	120.00	409608	
			359.31*
CONSTABLE PCT. 7			
LEXISNEXIS- ACCURINT	120.00	409608	
			120.00*
CONSTABLE PCT. 8			
LEXISNEXIS- ACCURINT	120.00	409608	
			120.00*
COUNTY MORGUE			
BJ TRANSPORT SERVICE, INC.	811.74	409462	
BJ TRANSPORT SERVICE INC	9,021.59	409646	
			9,833.33*
AGRICULTURE EXTENSION SVC			
STARLA B. GARLICK	1,165.61	409453	
STAR GRAPHICS SHARP	60.94	409524	
			1,226.55*
HEALTH AND WELFARE NO. 1			
STAR GRAPHICS SHARP	60.94	409524	
AUSTIN CECIL WALKES MD PA	2,932.58	409536	
UNITED STATES POSTAL SERVICE	51.95	409560	
LEXISNEXIS- ACCURINT	120.00	409608	
			3,165.47*
HEALTH AND WELFARE NO. 2			
PHYSICIAN SALES & SERVICE, INC.	69.06	409512	
STAR GRAPHICS SHARP	73.37	409524	
AUSTIN CECIL WALKES MD PA	2,932.58	409536	
UNITED STATES POSTAL SERVICE	292.16	409561	
LEXISNEXIS- ACCURINT	120.00	409608	
			3,487.17*
NURSE PRACTITIONER			
NSO - NURSES SERVICE ORGANIZATION	1,775.00	409448	
STAR GRAPHICS SHARP	30.12	409524	
			1,805.12*
CHILD WELFARE UNIT			
DISA, INC.	385.00	409471	
BEAUMONT OCCUPATIONAL SERVICE, INC.	1,037.60	409567	
			1,422.60*
ENVIRONMENTAL CONTROL			

NAME	AMOUNT	CHECK NO.	TOTAL
AT&T	29.86	409521	
			29.86*
INDIGENT MEDICAL SERVICES			
CARDINAL HEALTH 110 INC	41,312.47	409629	
			41,312.47*
MAINTENANCE-BEAUMONT			
AAA LOCK & SAFE	87.50	409447	
JOHNSTONE SUPPLY	49.32	409456	
ECOLAB	209.95	409474	
W.W. GRAINGER, INC.	27.30	409480	
ENTERGY	5,735.56	409482	
SANITARY SUPPLY, INC.	6,354.10	409515	
ACE IMAGEWEAR	189.27	409517	
AT&T	971.99	409521	
STAR GRAPHICS SHARP	30.12	409524	
WASTE MGT. GOLDEN TRIANGLE, INC.	1,334.00	409537	
AT&T GLOBAL SERVICES	2,763.00	409573	
CENTERPOINT ENERGY RESOURCES CORP	162.28	409580	
FRED MILLER'S OUTDOOR EQUIPMENT LLC	420.42	409647	
			18,334.81*
MAINTENANCE-PORT ARTHUR			
FAST SIGNS, INC.	15.00	409477	
STAR GRAPHICS SHARP	61.90	409524	
TIME WARNER COMMUNICATIONS	333.47	409527	
PARKER LUMBER	38.95	409611	
JEFFERSON COUNTY CREDIT CARDS	23.36	409613	
			472.68*
MAINTENANCE-MID COUNTY			
ALL-PHASE ELECTRIC SUPPLY	366.90	409470	
W.W. GRAINGER, INC.	13.44	409480	
ENTERGY	3,227.48	409482	
RITTER @ HOME	32.57	409513	
ACE IMAGEWEAR	57.02	409517	
AT&T	685.67	409521	
STAR GRAPHICS SHARP	31.78	409524	
W. JEFFERSON COUNTY M.W.D.	26.13	409538	
			4,440.99*
SERVICE CENTER			
J.K. CHEVROLET CO.	494.40	409491	
JERRY'S AUTOMOTIVE	59.50	409493	
KINSEL FORD, INC.	195.48	409495	
MEINEKE	70.00	409502	
PHILPOTT MOTORS, INC.	72.23	409511	
RALPH'S INDUSTRIAL ELECTRONICS	9.42	409514	
STAR GRAPHICS SHARP	30.12	409524	
JEFFERSON CTY. TAX OFFICE	7.50	409551	
JEFFERSON CTY. TAX OFFICE	7.50	409552	
JEFFERSON CTY. TAX OFFICE	7.50	409553	
JEFFERSON CTY. TAX OFFICE	7.50	409554	
JEFFERSON CTY. TAX OFFICE	16.75	409555	
JERRY HERRERA PAINT & BODY	2,495.50	409558	
BUMPER TO BUMPER	1,137.57	409578	
K.A.P.E. ENTERPRISES	93.64	409584	
ROBERT'S TEXACO XPRESS LUBE	154.00	409600	
AMERICAN TIRE DISTRIBUTORS	2,487.76	409601	
LIBERTY TIRE RECYCLING LLC	63.00	409603	
UNIFIRST HOLDINGS INC	46.45	409605	
MIGHTY OF SOUTHEAST TEXAS	97.19	409619	
WASTEWATER TRANSPORT SERVICES LLC	388.00	409638	
			7,941.01*
VETERANS SERVICE			
STAR GRAPHICS SHARP	74.49	409524	
UNITED STATES POSTAL SERVICE	12.01	409560	
UNITED STATES POSTAL SERVICE	17.35	409561	
HILARY GUEST	123.94	409572	
			227.79*
			246,811.95**

MOSQUITO CONTROL FUND

NAME	AMOUNT	CHECK NO.	TOTAL
ECI	2,146.82	409473	
ENTERGY	683.29	409482	
MUNRO'S	109.15	409504	
AT&T	29.86	409521	
STAR GRAPHICS SHARP	30.12	409524	
UNITED PARCEL SERVICE	12.97	409533	
WASTE MGT. GOLDEN TRIANGLE, INC.	81.18	409537	
PARKER LUMBER	29.47	409611	
MATERA PAPER COMPANY INC	74.50	409628	
			3,197.36**
FAMILY GROUP CONFERENCING			
STAR GRAPHICS SHARP	31.78	409524	
			31.78**
JUVENILE TJPC-A-2014-123			
CASH ADVANCE ACCOUNT	1,069.60	409492	
BI INCORPORATED	1,560.02	409547	
			2,629.62**
IV-E FOSTER CARE			
SILSBEE FORD INC	26,420.07	409633	
			26,420.07**
COMMUNITY SUPERVISION FND			
CASH ADVANCE ACCOUNT	384.70	409492	
JERRY JOHNSON	24.00	409494	
OFFICE DEPOT	774.03	409507	
UNITED STATES POSTAL SERVICE	79.24	409560	
UNITED STATES POSTAL SERVICE	236.27	409561	
JEREMY PATIN	230.00	409566	
LEXISNEXIS- ACCURINT	120.00	409608	
JCCSC	360.00	409614	
STACY TULLIER	170.78	409621	
			2,379.02**
JEFF. CO. WOMEN'S CENTER			
CITY OF BEAUMONT - WATER DEPT.	949.94	409468	
INTOXIMETERS, INC.	514.25	409490	
LUBE SHOP	82.48	409496	
KIM MCKINNEY, LPC, LMFT	150.00	409501	
OFFICE DEPOT	547.73	409507	
STAR GRAPHICS SHARP	31.78	409524	
SYSCO FOOD SERVICES, INC.	1,021.00	409525	
TIME WARNER COMMUNICATIONS	31.74	409526	
TEXAS ASSN. OF COUNTIES - RISK	1,582.00	409528	
TEXAS FIRE & COMMUNICATIONS	85.00	409549	
BEN E KEITH FOODS	539.80	409576	
REDWOOD TOXICOLOGY LABORATORY	690.00	409594	
ATTABOY TERMITE & PEST CONTROL	50.00	409604	
SAM'S CLUB DIRECT	173.48	409624	
			6,449.20**
COMMUNITY CORRECTIONS PRG			
STAR GRAPHICS SHARP	47.38	409524	
			47.38**
DRUG DIVERSION PROGRAM			
STAR GRAPHICS SHARP	47.38	409524	
			47.38**
DRUG INTERVENTION COURT			
THE CHANGE COMPANIES	290.25	409569	
			290.25**
DEPUTY SHERIFF EDUCATION			
CASH ADVANCE ACCOUNT	616.17	409492	
TALEPI	500.00	409602	
			1,116.17**
HOTEL OCCUPANCY TAX FUND			
AT&T	172.28	409521	
			172.28**
DISTRICT CLK RECORDS MGMT			

NAME	AMOUNT	CHECK NO.	TOTAL
STAR GRAPHICS SHARP	86.50	409524	
			86.50**
AIRPORT FUND			
ENTERGY	14,329.19	409484	
STAR GRAPHICS SHARP	72.83	409524	
UNITED STATES POSTAL SERVICE	1.62	409560	
DISH NETWORK	90.62	409593	
			14,494.26**
SE TX EMP. BENEFIT POOL			
STANDARD INSURANCE COMPANY	20,109.65	409583	
RELIANCE STANDARD LIFE INSURANCE	5,834.94	409586	
CHLIC-CHICAGO	63,972.53	409606	
COMPASS PROFESSIONAL HEALTH SERVICE	6,385.00	409634	
SA BENEFITS SERVICES LLC	38,948.50	409635	
			135,250.62**
WORKER'S COMPENSATION FD			
TRISTAR RISK MANAGEMENT	5,329.94	409581	
			5,329.94**
SHERIFF'S FORFEITURE FUND			
GPSIT	480.00	409607	
			480.00**
GUARDIANSHIP FEE			
ROCKY LAWDERMILK	300.00	409570	
			300.00**
ORCA - IKE			
MAVERICK COMMUNICATIONS, INC.	20,990.03	409500	
			20,990.03**
MARINE DIVISION			
VERIZON WIRELESS	531.86	409556	
			531.86**
			505,473.09***

AGENDA ITEM **July 13, 2015**

Conduct a public hearing, consider, possibly approve, execute, receive and file an order creating the ExxonMobil Beaumont Refinery Complex Reinvestment Zone pursuant to Sec. 312.401, Texas Tax Code (the Property redevelopment and Tax Abatement Act.)

STATE OF TEXAS	§	IN THE COMMISSIONERS COURT
COUNTY OF JEFFERSON	§	OF JEFFERSON COUNTY, TEXAS

AN ORDER OF THE COMMISSIONERS COURT OF JEFFERSON COUNTY, TEXAS DESIGNATING A REINVESTMENT ZONE PURSUANT TO SEC 312. 401 OF THE TAX CODE (THE PROPERTY REDEVELOPMENT AND TAX ABATEMENT ACT)

BE IT REMEMBERED at a meeting of Commissioners Court of Jefferson County, Texas, held on the ____ day of _____, 2015 on motion made by_____, Commissioner of Precinct No ____ , and seconded by_____ , Commissioner of Precinct No ___, the following Order was adopted

WHEREAS, the Commissioners Court of Jefferson County, Texas desires to create the proper economic and social environment to induce the Investment of private resources in productive business enterprises located in the county and to provide employment to residents of the area; and,

WHEREAS, it is in the best interest of the County to designate the **ExxonMobil Beaumont Refinery Complex Reinvestment Zone** facility in/near **Beaumont, TX** a reinvestment zone, pursuant to Sec. 312. 401, Tax Code (The Property Redevelopment and Tax Abatement Act)

IT IS THEREFORE ORDERED BY THE COMMISSIONERS COURT OF JEFFERSON COUNTY, TEXAS

Section 1. That the Commissioners Court hereby designates the property, 1795 Burt Street, Beaumont, TX, 1795 Burt St., Beaumont, Jefferson County, Texas 77704, further described in the legal description attached hereto as Exhibit *"A"*, and made apart hereof for all purposes, as a Reinvestment Zone (the "Zone")

Section 2 That the Commissioners Court finds that the Zone area meets the qualifications of the Texas Redevelopment and Tax Abatement Act (hereinafter referred to as the "Act".)

Section 3. That the Commissioners Court has heretofore adopted Guidelines and Criteria for Granting Tax Abatements in Reinvestment Zones in Jefferson County, Texas

Section 4 That the Commissioners Court held a public hearing to consider this Order on the ____ day of July, 2015.

Section 5. The Commissioners Court finds that such improvements are feasible and will benefit the Zone after the expiration of the agreement

Section 6. The Commissioners Court finds that creation of the Zone is likely to contribute to the retention or expansion of primary employment in the area and/or would contribute to attract major investments that would be a benefit to the property and that would contribute to the economic development of the community

Section 7. That this Order shall take effect from and after its passage as the law in such cases provides.

Signed this _____ day of July _____, 2015.

JEFF R. BRANICK
County Judge

COMMISSIONER EDDIE ARNOLD
Precinct No. 1

COMMISSIONER MICHAEL S. SINEGAL
Precinct No. 3

COMMISSIONER BRENT A. WEAVER
Precinct No. 2

COMMISSIONER EVERETTE D. ALFRED
Precinct No 4

Surveyor's Field Note Description

BEING a 349.307 acre tract of land (Tract 1) and being all of that certain Socony Mobil Oil Company, Inc. called 282.98 acre tract and 17.32 acre tract of land, more fully described and recorded in Volume 1332, Page 423 of the Deed Records of Jefferson County, Texas and all of that certain Mobil Chemical Company called 50.762 acre tract of land, more fully described and recorded in Clerk's File No. 9428650 of the Official Public Records of Jefferson County, Texas and a 0.476 acre tract of land (Tract 2) out of and a part of that certain Mobil Oil Corporation called 0.82 acre tract of land, more fully described and recorded in Volume 2080, Page 94 of the Deed Records of Jefferson County, Texas. Said 349.307 acre tract of land (Tract 1) and 0.476 acre tract of land (Tract 2) being situated in the A. Savery League, Abstract No. 46, Jefferson County, Texas and being more particularly described as follows:

Tract 1 - 349.307 Acre Tract

BEGINNING at a 1 inch iron pipe found at the Southeast corner of said 282.98 acre tract, same being the Southwest corner of that certain Betz Laboratories, Inc. called 93.855 acre tract of land, more fully described and recorded in Film Code No. 104-59-2312 of said Official Public Records and being on the North line of that certain Union Pacific Railroad (formerly T. & N.O. Railroad) right-of-way recorded in Volume 7, Page 223 of said Deed Records;

THENCE South 78 deg. 47 min. 29 sec. West along and with the South line of said 282.98 acre tract and 17.32 acre tract, same being the North line of said Union Pacific Railroad, a distance of 2765.16 feet to a 5/8 inch iron rod with cap stamped "Wortech Surveyors" set at the Southwest corner of said 17.32 acre tract, same being the Southeast corner of that certain Hebert-Green, L.P. called 295.76 acre tract of land, more fully described as Tract Six recorded in Clerk's File No. 9821343 of said Official Public Records and being in the West line of said Abstract No. 46, same being the East line of the James Gerish Sr. League, Abstract No. 24;

THENCE North 02 deg. 42 min. 10 sec. West along and with the West line of said 17.32 acre tract and Abstract No. 46, same being the East line of said Tract 6 and Abstract No. 24, a distance of 5042.94 feet to a 5/8 inch iron rod with cap stamped "Wortech Surveyors" set at the Northwest corner of said 17.32 acre tract, from which an old T-Post cut off at the ground, bears South 55 deg. 59 min. 11 sec. East 0.90 feet;

THENCE North 89 deg. 29 min. 28 sec. East along and with the North line of said 17.32 acre tract, said 282.98 acre tract and said 50.762 acre tract, same being the South line of said Beaumont, Sour Lake & Western Railroad (100' wide right-of-way), at 2736.94 feet pass a 1 inch iron pipe found at the Northeast corner of said 282.98 acre tract, same being the Northwest corner of said 50.762 acre tract and continuing on a total distance of 3042.57 feet to a point at the Northeast corner of the herein described tract, same being the Northwest corner of that certain City of Beaumont called 275.44 acre tract of land, more fully described and recorded in Volume 328, Page 477 of said Deed Records and being in the centerline of Willow Marsh Bayou, from which a 5/8 inch iron rod with cap stamped "Wortech Surveyors" set for reference, bears South 89 deg. 29 min. 28 sec. West, a distance of 27.71 feet and a 5/8 inch iron rod found, bears North 89 deg. 29 min. 28 sec. East, a distance of 32.46 feet;

THENCE in a Southeasterly direction along and with the centerline of said Willow Marsh Bayou, same being the East line of said 50.762 acre tract and same being the West line of said 275.44 acre tract the following bearings and distances:

South 10 deg. 54 min. 29 sec. East, a distance of 38.99 feet to a point for corner;
South 29 deg. 48 min. 31 sec. East, a distance of 33.34 feet to a point for corner;
South 42 deg. 15 min. 58 sec. East, a distance of 178.19 feet to a point for corner;
South 38 deg. 05 min. 44 sec. East, a distance of 477.00 feet to a point for corner;
South 35 deg. 37 min. 03 sec. East, a distance of 543.37 feet to a point for corner;
South 36 deg. 54 min. 37 sec. East, a distance of 519.64 feet to a point for corner;
South 36 deg. 32 min. 37 sec. East, a distance of 554.56 feet to a point for corner;
South 36 deg. 31 min. 59 sec. East, a distance of 503.95 feet to a point for corner;
South 32 deg. 02 min. 31 sec. East, a distance of 91.26 feet to a point for corner;
South 09 deg. 47 min. 23 sec. East, a distance of 8.87 feet to a point at the Southeast corner of said 50.762 acre tract, same being the Northeast corner of said 93.855 acre tract, from which a 5/8 inch iron rod with cap stamped "Wortech Surveyors" set for reference, bears North 72 deg. 59 min. 40 sec. West, a distance of 56.45 feet;

THENCE in a Northwesterly direction along and with the South line of said 50.762 acre tract, same being the North line of said 93.855 acre tract the following bearings and distances:

North 72 deg. 59 min. 40 sec. West, a distance of 748.14 feet to a 5/8 inch iron rod with cap stamped "Wortech Surveyors" set for corner;
North 71 deg. 53 min. 08 sec. West, a distance of 705.63 feet to a 5/8 inch iron rod with cap stamped "Wortech Surveyors" set for corner;
North 73 deg. 35 min. 00 sec. West, a distance of 259.64 feet to a 5/8 inch iron rod with cap stamped "Wortech Surveyors" set for corner;
South 60 deg. 24 min. 14 sec. West, a distance of 369.26 feet to a 5/8 inch iron rod with cap stamped "Wortech Surveyors" set at the Southwest corner of said 50.762 acre tract, same being the Northwest corner of said 93.855 acre tract and being in the East line of said 282.98 acre tract, from which a 5/8 inch iron rod found, bears South 17 deg. 04 min. 12 sec. West, a distance of 4.89 feet;

THENCE South 02 deg. 42 min. 02 sec. East along and with the West line of said 93.855 acre tract, same being the East line of said 282.98 acre tract, a distance of 2491.36 feet to the **PLACE OF BEGINNING**, containing 349.307 acres of land, more or less.

Tract 2 - 0.476 Acre Tract

BEGINNING at a 5/8 inch iron rod with cap stamped "Whiteley" found at the Southeast corner of said 0.82 acre tract, same being the Southwest corner of that certain John A. Jackson called 3.57 acre tract of land, more fully described and recorded in Volume 1114, Page 477 of said Deed Records and being in the North line of the Beaumont, Sour Lake & Western Railroad (100 foot wide right-of-way);

THENCE South 89 deg. 29 min. 28 sec. West along and with the South line of said 0.82 acre tract, same being the North line of said Beaumont, Sour Lake & Western Railroad right-of-way, a distance of 1027.89 feet to a 5/8 inch iron rod with cap stamped "Wortech Surveyors" set for corner at the Intersection point of the North line of said Beaumont, Sour Lake & Western Railroad right of way with the South line of the Old Beaumont-Sour Lake Road (60 foot wide public right-of-way);

THENCE North 87 deg. 14 min. 24 sec. East along and with the North line of said 0.82 acre tract, same being the South line of said Beaumont-Sour Lake Road, a distance of 1027.14 feet to a point at the Northeast corner of said 0.82 acre tract, same being the Northwest corner of said 3.57 acre tract, from which a 5/8 inch iron rod with cap stamped "Whiteley", bears South 02 deg. 41 min. 36 sec. East, a distance of 0.19 feet;

THENCE South 02 deg. 41 min. 36 sec. East along and with the East line of said 0.82 acre tract, same being the West line of said 3.57 acre tract, a distance of 40.38 feet to the **PLACE OF BEGINNING**, containing 0.476 acre of land, more or less.

Surveyor's Report

The West line of the City of Beaumont property is described in Volume 328, Page 477 as being the centerline of Willow Marsh Bayou and follows its meanders from the South line of the Beaumont, Sour Lake and Western Railway (now known as Union Pacific RR) to the North line of the Texas & New Orleans Railway (now known as Southern Pacific RR). The deeds for those tracts (ExxonMobil and Betz Laboratories) adjoining the City of Beaumont property along this line have conflicting descriptions that place this line on the East bank of Willow Marsh Bayou, instead of the center. To resolve this conflict, we first look at the history of conveyances for these tracts that include both the City of Beaumont property and the properties adjoining to the West.

B. Irby was the owner of a 784.63 acre tract as recorded in Volume 178, Page 401 of the deed records in 1918. Irby first sold 275.44 acres (Tract 1) to Henry Keith as recorded in Volume 182, Page 527 of said deed records in 1919. This tract was then sold at auction by the Sheriff to Evelyn Poole as recorded in Volume 252, Page 201 in 1925 who in turn then sold the same property to the City of Beaumont as recorded in Volume 328, Page 477 in 1929.

Next, a tract of land was sold that lies East of the City of Beaumont property that became the Gulf Terrace Addition as recorded in Volume 5, Page 49 of the map records in 1927. The LNVA Port Arthur Canal is adjacent to this subdivision on its West boundary line.

The remaining 157 acres of the original B. Irby 784.63 acre tract situated to the West of the City of Beaumont property, was partitioned into a 90 acre tract and a 67 acre tract in 1936 as recorded in Volume 406, Page 566. It is in the description for these two tracts, along with the descriptions in subsequent conveyances that place the East line of these tracts on the East side or bank of Willow Marsh Bayou.

This is in obvious conflict with the description for the West line of the City of Beaumont property which describes this line as follows:

Beginning at an iron stake at foot of 6x6 post in center of Willow Marsh where South right-of-way line of the Bmt. & Sour Lake Railroad crosses said Marsh.
Thence following meanders of Willow Marsh Channel (in a straight line) S 34 deg. E 2860 feet to a post for corner.
Thence following meanders of Willow Marsh Channel (in a straight line) S 09 deg. E 1832 feet to center of Channel of said Marsh where North right-of-way fence line of Southern Pacific (T. & N.O. RR.) crosses said Channel of said Marsh.

Based upon the date of the original conveyances for these tracts, we conclude that the common boundary line between the City of Beaumont property and the adjoining tracts of land to the West is the center of Willow Marsh Bayou as described in Volume 328, Page 477. This call is also a natural monument and takes priority over calls for artificial monuments found or placed such as posts, iron pipes or fences as described in the deeds for the 90 and 67 acre tracts.

In our research of the deed records and the history of conveyances for the City of Beaumont and adjacent property (ExxonMobil and Betz Laboratories), we found that both railroads situated along the North and South property lines are specifically called to be easements and/or rights-of-way. Therefore, we are of the opinion that the City of Beaumont, ExxonMobil and Betz Laboratories have a reversionary fee title interest consisting of one-half the width of each adjoining railroad right-of-way as shown on this survey.

Legend & Abbreviations

D.R.J.C.	Deed Records of Jefferson County
No.	Number
O.P.R.J.C.	Official Public Record Jefferson County
R.O.W.	Right-of-way
●	Iron rod
++++++++++	Railroad tracks
——x——x——	Chainlink Fence
——w——w——	Power Line

General Notes

1. All bearings are based upon the Texas Coordinate System of 1983, South Central Zone '4204' (US Survey foot). All distances and acreages are surface with a combined adjustment factor of 1.00007 applied.
2. Boundary survey only, no easements, if any, researched or shown with the exception of those platted.
3. 5/8" Iron rods with caps stamped "WORTECH SURVEYORS" have been set at corners marked ● unless otherwise noted.

Surveyor's Certification

The undersigned does hereby certify that this survey plat substantially complies with the current Texas Society of Professional Surveyors Standards and Specifications for a Category 1B, Urban Condition II survey made under my direct supervision on January 14, 2015, which lies in Jefferson County, Texas.

J. L. SONS, JR. 4939 REGISTERED PROFESSIONAL LAND SURVEYOR

Registered Professional Land Surveyor

This document not valid without original seal and signature of surveyor in blue

WORTECH
LAND SURVEYORS, INC.

SURVEY PLAT
Showing a
349.307 Acre Tract and a 0.476 Acre Tract of Land
Out of the
A. Savery League, Abstract No. 46
Jefferson County, Texas

NOTICE:
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Job No:	Field Book:	Dr. By:	Date:
2014-117	760/926	TLM	01/19/2015

0	Final Issue - 01/21/2015	Rev. No: 0

AGENDA ITEM **July 13, 2015**

Conduct a public hearing, consider, possibly approve, execute, receive and file an order creating the ExxonMobil Beaumont Polyethylene Expansion Project (BPEX) Reinvestment Zone pursuant to Sec. 312.401, Texas Tax Code (the Property redevelopment and Tax Abatement Act.)

STATE OF TEXAS	§	IN THE COMMISSIONERS COURT
COUNTY OF JEFFERSON	§	OF JEFFERSON COUNTY, TEXAS

AN ORDER OF THE COMMISSIONERS COURT OF JEFFERSON COUNTY, TEXAS DESIGNATING A REINVESTMENT ZONE PURSUANT TO SEC 312. 401 OF THE TAX CODE (THE PROPERTY REDEVELOPMENT AND TAX ABATEMENT ACT)

BE IT REMEMBERED at a meeting of Commissioners Court of Jefferson County, Texas, held on the ____ day of _____, 2015 on motion made by_____, Commissioner of Precinct No ____ , and seconded by_____ , Commissioner of Precinct No ___, the following Order was adopted

WHEREAS, the Commissioners Court of Jefferson County, Texas desires to create the proper economic and social environment to induce the Investment of private resources in productive business enterprises located in the county and to provide employment to residents of the area; and,

WHEREAS, it is in the best interest of the County to designate the **ExxonMobil Beaumont Polyethylene Expansion Project (BPEX) Reinvestment Zone** facility in/near **Beaumont**, TX a reinvestment zone, pursuant to Sec. 312. 401, Tax Code (The Property Redevelopment and Tax Abatement Act)

IT IS THEREFORE ORDERED BY THE COMMISSIONERS COURT OF JEFFERSON COUNTY, TEXAS

Section 1. That the Commissioners Court hereby designates the property, **11440 U. S. Highway 90, Beaumont, TX** (mailing purposes only), Jefferson County, Texas **77713**, further described in the legal description attached hereto as Exhibit *"A"*, and made apart hereof for all purposes, as a Reinvestment Zone (the "Zone")

Section 2 That the Commissioners Court finds that the Zone area meets the qualifications of the Texas Redevelopment and Tax Abatement Act (hereinafter referred to as the "Act".)

Section 3. That the Commissioners Court has heretofore adopted Guidelines and Criteria for Granting Tax Abatements in Reinvestment Zones in Jefferson County, Texas

Section 4 That the Commissioners Court held a public hearing to consider this Order on the ____ day of July, 2015.

Section 5. The Commissioners Court finds that such improvements are feasible and will benefit the Zone after the expiration of the agreement

Section 6. The Commissioners Court finds that creation of the Zone is likely to contribute to the retention or expansion of primary employment in the area and/or would contribute to attract major investments that would be a benefit to the property and that would contribute to the economic development of the community

Section 7. That this Order shall take effect from and after its passage as the law in such cases provides.

Signed this _____ day of July , 2015.

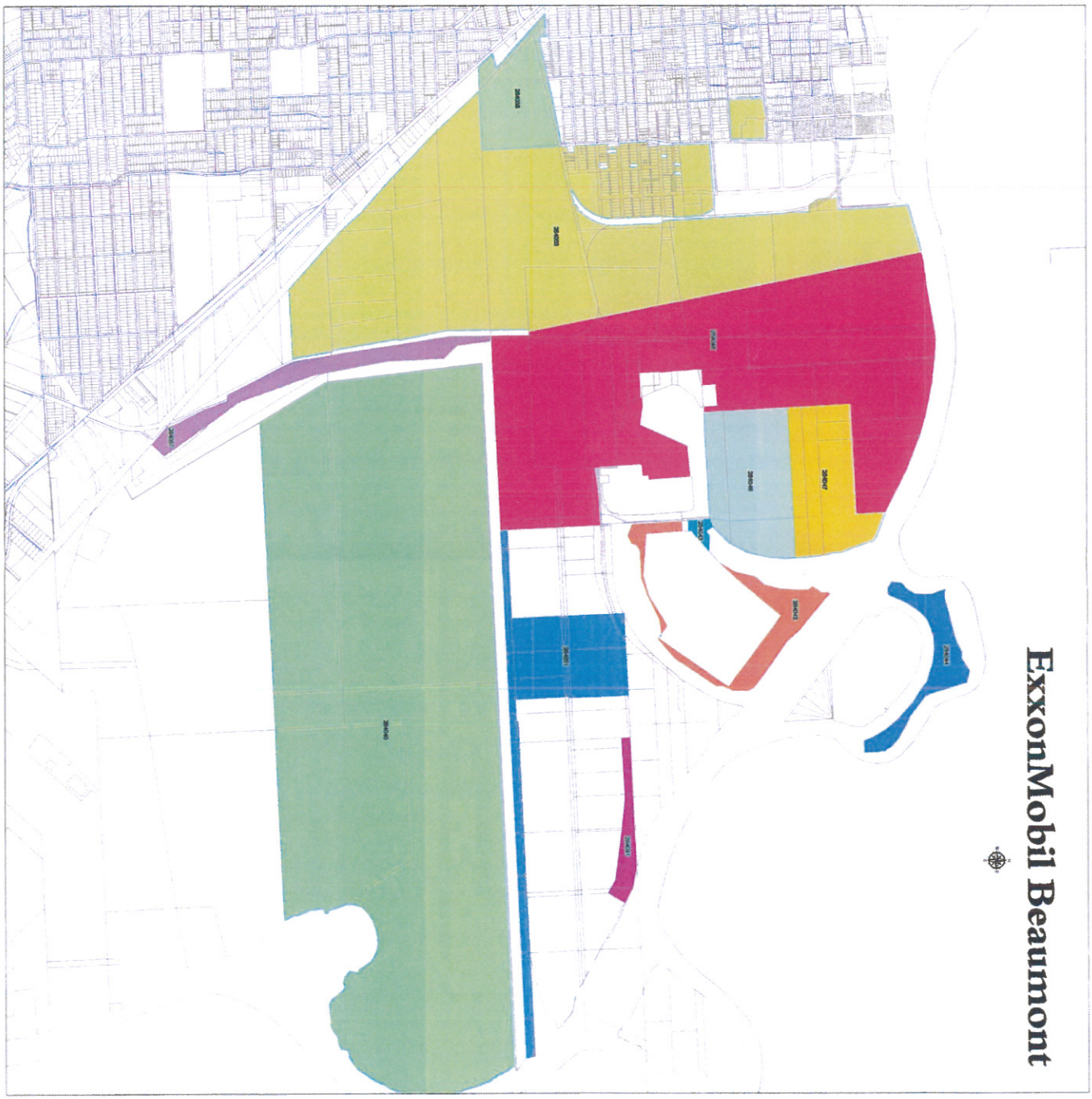
JEFF R. BRANICK
County Judge

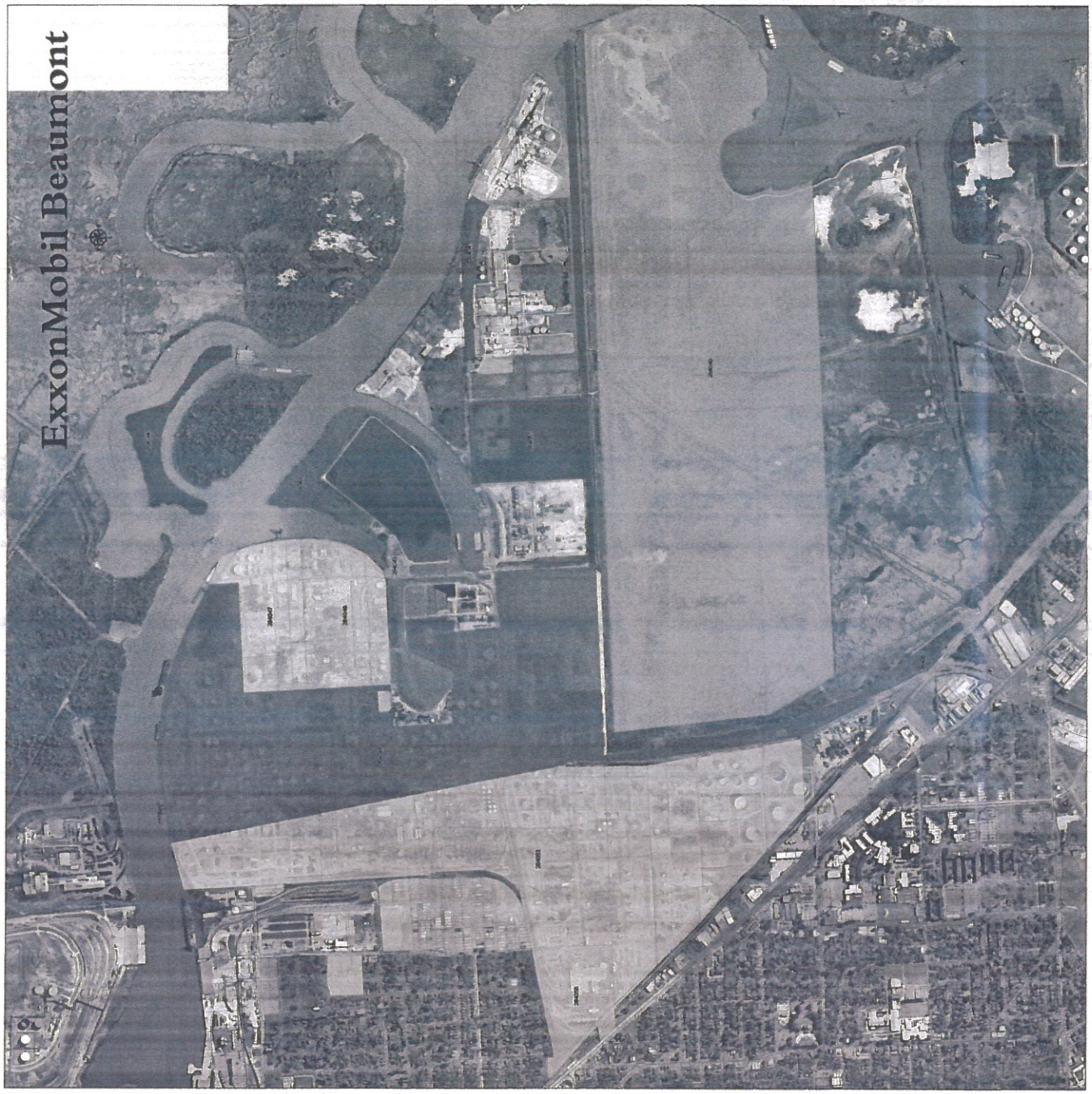
COMMISSIONER EDDIE ARNOLD
Precinct No. 1

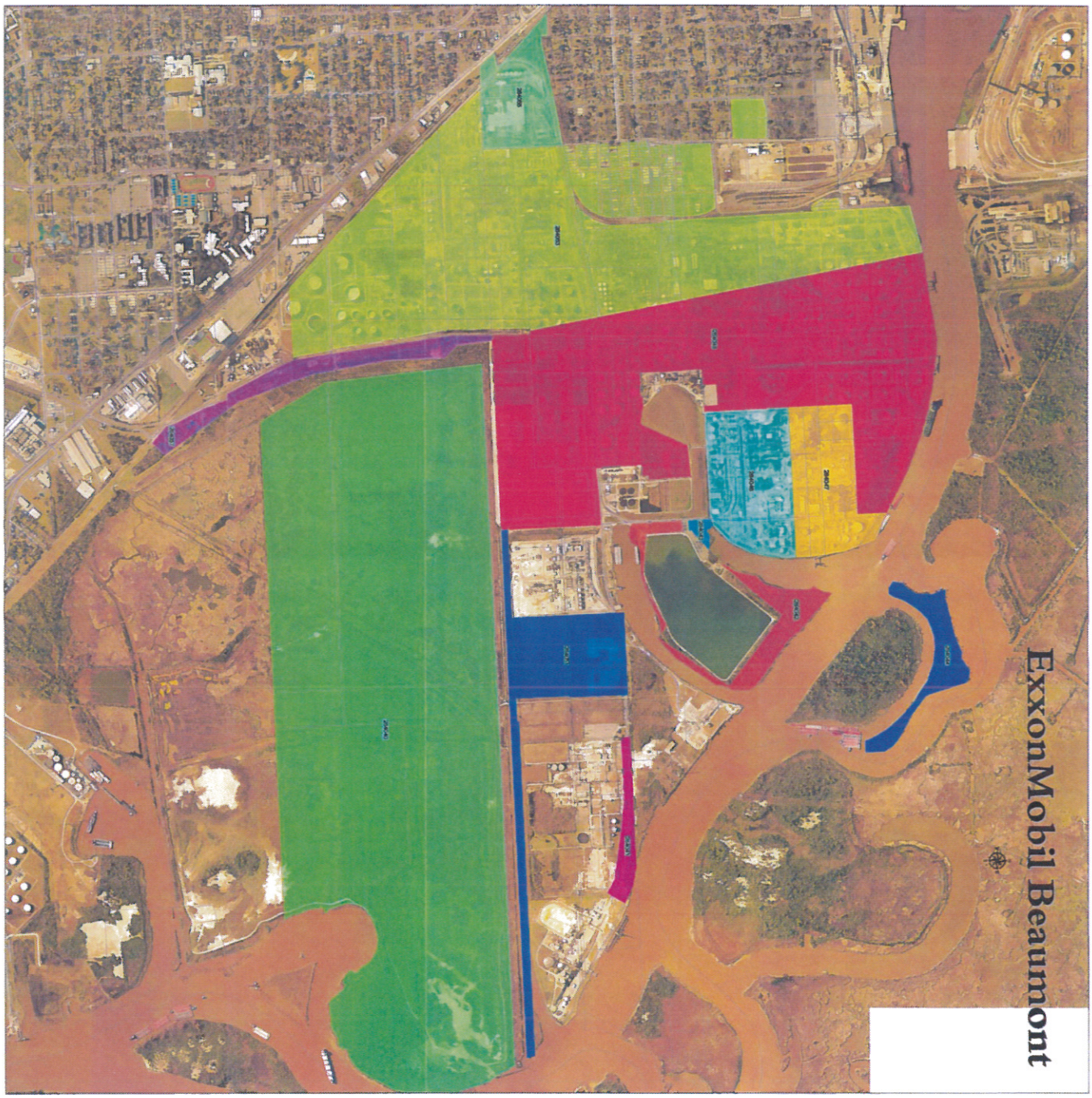
COMMISSIONER MICHAEL S. SINEGAL
Precinct No. 3

COMMISSIONER BRENT A. WEAVER
Precinct No. 2

COMMISSIONER EVERETTE D. ALFRED
Precinct No 4


ExxonMobil Beaumont


ExxonMobil Beaumont


ExxonMobil Beaumont

AGENDA ITEM **July 13, 2015**

Consider, possibly approve and authorize the County Judge to execute a Letter of Intent between Jefferson County, Texas and the Southeast Texas Regional Planning Commission Regional Mitigation Action Plans.

Jefferson County Courthouse
P.O. Box 4025
Beaumont, Texas 77704

JEFF R. BRANICK
County Judge

Beaumont (409) 835-8466
Pt. Arthur (409) 727-2191 Ext. 8466
Facsimile (409) 839-2311

July 13, 2015

This letter of intent substantiates that Jefferson County is participating in the revision of the Regional and County Mitigation Action Plans being coordinated by the South East Texas Regional Planning Commission (SETRPC).

Furthermore, Jefferson County:

1) Supports the Pre Disaster Mitigation (PDM) grant funding request submitted by SETRPC on July 30, 2015.
2) Commits to contribute no less than $2,150.81 in eligible cash and/or in-kind match in the creation of the revised plan.

Signed,

Judge Jeff R. Branick
Jefferson County Judge

7/13/15
Date

Match By Jurisdiction

	% of Region	County Total	Pro Rata Share by Jurisdiction
Hardin (all cities within)	**14.05**	**$3,512.50**	**$ 3,512.50**
Jefferson County	**64.9**	**$16,225**	
Jefferson Including Bevil Oaks, Nome, China and Taylor Landing 13.25% of County)			$ 2,150.81
Beaumont (46.90 of County)			$ 7,607.53
Groves (6.40% of County)			$ 1,039.40
Nederland (6.95% of County)			$ 1,127.64
Port Arthur (21.33 % of County)			$ 3,460.79
Port Neches (5.17% of County			$ 838.83
			$ 16,225.00
Orange County	**21.05**	**$5,262.50**	
Orange County Including Pine Forest and Rose City (48.08% of County)			$ 2,526.49
Bridge City (9.58% of County)			$ 504.18
City of Orange (22.72% of County)			$ 1,195.64
Pinehurst (2.56% of County)			$ 134.72
Vidor (12.92% of County)			$ 679.92
West Orange (4.21% of County)			$ 221.55
			$ 5,262.50

MOTOR VEHICLE LICENSE REGISTRATION AGENT AGREEMENT

This Agreement ("**Agreement**") is entered on _June 8th_____, 2015 (the **Effective Date**") by and between Jefferson County, a duly and lawfully organized county of the State of Texas ("**County**"), Jefferson County Tax Assessor-Collector ("**Tax Assessor-Collector**") and HEB Grocery Company, LP ("**Distributor**").

WHEREAS, public convenience will be furthered by authorizing Distributor to act as an agent for County to issue motor vehicle license registration stickers (each a "**Registration**" or collectively, the "**Registrations**") at its place(s) of business listed on the attached Exhibit A.

NOW, THEREFORE, the obligations and covenants contained herein and for good and valuable consideration, the adequacy and receipt of which are hereby acknowledged, the parties hereto agree as follows:

1. County authorizes Distributor to act as an agent of the Tax Assessor-Collector to issue motor vehicle license registration stickers under the terms and conditions set forth in this Agreement.

2. County shall supply Distributor with the numbered and secured motor vehicle license registration forms (hereinafter referred to as "**Stickers**") and supplies (collectively, the "**Inventory**"), as well as its written policies and procedures for their issuance. Under no circumstance will Distributor keep said Inventory at any location other than the location(s) to which said Inventory is assigned as set forth in Exhibit A.

3. Distributor agrees to comply with the requirements of the WebAgent System of the Texas Department of Motor Vehicles. All necessary equipment will be furnished and maintained by Distributor.

4. The parties agree that Distributor may add a processing fee of up to one dollar ($1.00) to each transaction involving a Registration issued and properly reported under terms of this Agreement. Said processing fee is in addition to the fee charged for issuance of the Registration. The processing fee is the only compensation Distributor will receive pursuant to this Agreement.

5. Each week on Monday at 12:00 noon (or such other time as agreed by the parties), Distributor will provide the following to the Tax Assessor-Collector in the form prescribed by and according to the instructions of the Tax Assessor-Collector: (a) the number of Stickers sold; (b) the number of Stickers voided; (c) the Stickers series numbers issued; (d) the full payment for vehicle license fees collected for each Registration; and (e) such other information as the Tax Assessor-Collector shall from time to time reasonably require.

6. Distributor shall designate employees in a hierarchy at each location set forth in Exhibit A to be in charge of operations who will oversee the receipt, maintenance and issuance of Stickers ("**Designated Employees**"). Prior to issuance of any Stickers, the Tax Assessor-Collector shall provide any training deemed necessary for the Designated Employees.

7. Distributor agrees, at Distributor's cost, to provide a bond payable to the Tax Assessor-Collector in the amount of $ $225,000.00 ($75,000 per store). The amount of the bond will be no less than the value of the inventory of Stickers issued by County to Distributor.

8. Tax Assessor-Collector agrees not to furnish any Stickers for the account of Distributor other than directly to the Designated Employee. The Designated Employee will inventory the Stickers and supplies prior to accepting delivery. Distributor assumes full liability for the safekeeping of all Inventory furnished by the Tax Assessor-Collector to the Designated Employees. Tax Assessor-Collector will notify Distributor in writing of any missing and unaccounted for Stickers or cash shortages promptly and Distributor shall have up to seven (7) business days to research and rectify any discrepancies before payment is made. Distributor agrees to pay for any missing or unaccounted for inventory of Stickers and any shortages caused by Distributor.

9. Distributor agrees to sell Stickers only to persons presenting (i) the renewal notice issued by the State of Texas, Department of Motor Vehicle Title and Registration, and (ii) proof of valid insurance and proof of passing vehicle inspection report, if the system is unable to verify same, or as otherwise mandated by the State of Texas. Distributor shall sell Stickers on registrations due only in the prior, current and succeeding month (e.g.: during March only Stickers for the months of February, March and April) or as otherwise instructed by County.

10. Distributor may accept individual checks in payment of fees for the issuance of Stickers, provided that checks are made payable to Distributor, that each check bears such information as may be required by Distributor, and provided, further, that Distributor assumes full responsibility for collection for all such checks. Distributor shall either transmit funds via ACH or issue a money order (as agreed in advance by the parties) to the Tax Assessor-Collector representing those checks and cash received by Distributor during the previous week. Said ACH funds transfer or money order shall not include the one dollar ($1.00) processing fee Distributor charges and collects as compensation for providing services of issuance of Stickers. Failure by Distributor to pay Tax Assessor-Collector within seven (7) days the sums owed for Stickers, whether via ACH transfer or in the form of money order to Tax Assessor-Collector shall be grounds for the suspension of this Agreement and the Tax Assessor-Collector shall not issue additional Inventory until all sums owed are paid.

11. Distributor agrees to use the inventory of Stickers in numerical sequence and to return any damaged Stickers to the Tax Assessor-Collector in a timely fashion.

12. Distributor is subject to audit by the Tax Assessor-Collector of its books and records related to this Agreement upon reasonable advance written notice to be conducted during Distributor's normal business hours and at a mutually agreed upon location.

13. This Agreement shall commence on the Effective Date and shall continue in full force and effect until terminated at any time by either party upon thirty (30) days prior written notice to the other party. Within seven (7) business days after the date of termination, Distributor shall return to the Tax Assessor-Collector all outstanding inventory of Stickers and supplies and payment of Stickers issued and a final report as provided for in Section 5.

14. Notice given pursuant to this Agreement shall be in writing and shall be given by United States certified or registered mail, postage prepaid, addressed to the appropriate party as set forth below:

COUNTY:	Jefferson County 1149 Pearl Street Beaumont, TX 77701
TAX-ASSESSOR COLLECTOR:	Allison Nathan Getz Jefferson County Tax-Assessor Collector 1149 Pearl Street Beaumont, TX 77701
DISTRIBUTOR:	HEB Grocery Company, LP 646 South Flores Street San Antonio, Texas 78204 Attn: Director, GM Services With a copy to: HEB Grocery Company, LP 646 South Flores Street San Antonio, Texas 78204 Attn: Corporate Law Department

The person and address to which notices are to be given may be changed at any time upon written notice to the other party.

15. Distributor shall indemnify and hold harmless County and the Tax Assessor-Collector from and against all personal injury, loss, claim or property damage, including attorneys' fees, suffered or incurred by County and Tax Assessor-Collector arising out the gross negligence or intentional misconduct of Distributor or its agents, representatives or employees in the performance of its obligations under this Agreement.

16. Neither party shall assign its rights, nor delegate its duties under this Agreement without prior written consent of the other party. Such unauthorized assignment and/or delegation shall, at the option of the non-assigning and/or non-delegating party be a material breach for which the non-assigning and/or non-delegating party may void this Agreement.

17. Distributor agrees to report any material change in the controlling ownership of Distributor to the Tax Assessor-Collector within seven (7) business days of such change. Any such change will automatically nullify this Agreement and a new agreement must be executed by the new owner(s) of the controlling interest if the new owner(s) desires to continue to act as an agent. It will also be necessary to audit any Inventory on hand and a closing report shall be made by the current owner.

18. This Agreement shall be construed under and in accordance with the laws of the State of Texas.

19. The provisions of this Agreement are not intended to create, nor shall they be in any way construed to create a joint venture, a partnership, or any other similar relationship between the parties. Distributor acknowledges that it is an independent contractor and that it will be acting as an independent contractor in performing its obligations under this Agreement.

20. Neither party shall be responsible for delays caused by "Acts of God", non-county governmental processes, national emergency or any other causes beyond their reasonable control. Upon the discovery of such an event, the affected party shall notify the other and arrange a meeting to propose a solution to the problem and if necessary, to establish an estimated period of time of suspension or extension of the work.

21. This Agreement sets forth the entire understanding between the parties and supersedes any and all prior agreements, written or oral, with respect to the subject matter hereof. Breach of any material obligation to be performed by either party shall constitute a breach of the entire Agreement and shall give either party the right to immediately terminate this Agreement.

22. This Agreement shall not be amended or modified, except in writing signed by authorized representatives of Distributor, County and Tax Assessor-Collector.

IN WITNESS WHEREOF, the parties have executed this Agreement effective as of the Effective Date.

County of Jefferson
State of Texas

By: _____
Print Name: Jeff BRANICK
County Judge

By: _____
Print Name: Allison Nathan Getz
Jefferson County Tax Assessor-Collector

HEB Grocery Company, LP:

By: _____
Print Name: Bill Anderson
Title: Vice President, General Merchandise

APPROVED BY
LEGAL DEPT. DBI

Attest:

By: _____, Chief Deputy
Print Name: Theresa Goodness
County Clerk, Jefferson County

COMMISSIONERS COURT
JEFFERSON COUNTY, TEXAS

EXHIBIT A

Locations:

STORE / CORP #	ADDRESS
Beaumont 6 #692	3590 College Street, Beaumont, TX 77701
Beaumont 5 #048	3025 North Dowlen Road, Beaumont, TX 77706
Mid County #589	4800 B Hwy 365, Port Arthur, TX 77642

Joleen E. Fregia
Chief Deputy
E-Mail
joleen@co.jefferson.tx.us

Tim Funchess
County Treasurer
1149 Pearl Street – Basement
Beaumont, Texas 77701

Office (409) 835-8509
Fax (409) 839-2347
E-Mail
tfunchess@co.jefferson.tx.us

July 7, 2015

Judge Jeff R. Branick and
Commissioners Court
Jefferson County Courthouse
Beaumont, Texas 77701

Gentlemen:

Enclosed is the Investment Schedule as of June 30, 2015, including interest earnings.

The weighted average yield to maturity on the County's investments is 1.235%. The interest rate on funds invested in an investment account at Wells Fargo is currently .210%.

The 90 day Treasury interest rate on June 30, 2015 was .02% and the interest on your checking accounts for the month of June was .225%

Included in the attached report are the balances for the County's pledged collateral.

This report meets the requirements for investment officers in compliance with the Texas Government Code. Title 10, Section 2256.023.

This should be on the agenda July 13, 2015, to be received and filed.

Sincerely,

Tim Funchess

Tim Funchess, CCT, CIO
Enclosure

Agenda should read:
Receive and File Investment Schedule for June, 2015,
including the year to date total earnings on County funds.

JEFFERSON COUNTY
MONTH END JUNE 30, 2015 INVESTMENT SCHEDULE

SECURITY DESCRIPTION	SETTLEMENT DATE	PAR AMOUNT	AMOUNT PAID	PRICE PAID	EXP. YIELD	MATURITY Date	CALL DATE	# Days to mat.	# Days Invested	CUSIP/C.D. NUMBER	BROKER DEALER	CURRENT VALUE	Current Price	ACCRUED FROM PURCHASE/COUPON	Coupon paid TO DATE	BOOK VALUE ACCRUED INT.)
POOLED CASH ACCOUNT																
INVESTMENT ACCT	01-Jun-15	$7,708.45	$7,708.45	100	0.210%	30-Jun-15	NONE	30	30	7580310386	WELLS FARGO	$7,708.45				$7,708.45
CDs and Securities																
FHLMC 1.20 %	23-Feb-15	$2,000,000.00	$2,000,000.00	100	1.200%	20-Feb-18	20-Aug-15	966	1093	3134G6BF9	NATIONAL ALLIANCE	$1,999,200.00	$99.96	$8,533.33	$0.00	$2,007,733.33
FHLB 1.20%	27-Feb-15	$2,000,000.00	$2,000,000.00	100	1.200%	27-Feb-18	27-May-15	973	1096	3130A45L2	WELLS SECURITIES	$2,000,200.00	$100.01	$8,266.67	$0.00	$2,008,466.67
FHLB 1.12%	25-Aug-14	$1,000,000.00	$1,000,000.00	100	1.120%	25-Aug-17	25-Feb-15	787	1096	3130A2UB0	COASTAL SECURITIES	$1,000,100.00	$100.01	$3,920.00	$13,128.89	$1,004,020.00
FHLMC 1.15%	30-Jan-15	$2,000,000.00	$2,000,000.00	100	1.150%	30-Jan-18	30-Apr-15	945	1096	3134G6AL7	WELLS SECURITIES	$1,997,800.00	$99.89	$9,647.22	$0.00	$2,007,447.22
FHLMC 1.35% (NEW)	29-Jun-15	$2,000,000.00	$2,000,000.00	100	1.350%	29-Jun-18	29-Sep-15	1095	1096	3134G6Q30	NATIONAL ALLIANCE	$2,000,600.00	$100.03	$150.00	$0.00	$2,000,750.00
FHLB 1.40% (NEW)	29-Jun-15	$2,000,000.00	$2,000,000.00	100	1.400%	29-Jun-18	29-Sep-15	1095	1096	3130A5LP2	COASTAL SECURITIES	$2,000,600.00	$100.03	$155.56	$0.00	$2,000,755.56
ICD-BMW Bank 1.05%*	20-Jun-14	$248,000.00	$248,000.00	100	1.050%	20-Jun-17	None	721	1096	05580AAK0	WELLS SECURITIES	$248,000.00	$100.00	$78.48	$2,604.00	$248,078.48
ICD-Discover Bk 1.10%*	26-Jun-14	$248,000.00	$248,007.47	100	1.100%	26-Jun-17	None	727	1096	254671X21	WELLS SECURITIES	$248,000.00	$100.00	$44.84	$2,728.00	$248,044.84
ICD-Ally Bank 1.15%*	26-Jun-14	$248,000.00	$248,007.81	100	1.150%	26-Jun-17	None	727	1096	02006LFK4	WELLS SECURITIES	$248,000.00	$100.00	$46.88	$2,852.00	$248,046.88
ICD-Goldman S. 1.15%*	26-Jun-14	$248,000.00	$248,007.81	100	1.150%	26-Jun-17	None	727	1096	38147JK76	WELLS SECURITIES	$248,000.00	$100.00	$46.88	$2,852.00	$248,046.88
* (Investment CD's)														$30,889.86		

		TOTAL PAR	AMT. INVESTED		WEIGHTED AVG. YLD	EQUIVALENT TREAS. RATE			WEIGHTED AVG. MATURITY			TOTAL MARKET VALUE				TOTAL BOOK VALUE
INVESTMENT ACCT		$7,708.45	$7,708.45									$7,708.45				
CDs and Securities		$11,992,000.00	$11,992,023.09		1.235%	0.874%			971	DAYS		$11,990,500.00				
TOTALS ALL ACCTS:		**$11,999,708.45**	**$11,999,731.54**									**$11,998,208.45**				**$12,029,098.31**

PLEDGE COLLATERAL REPORT WELLS FARGO
ALL COUNTY FUNDS
AS OF JUNE 30, 2015

MARKET VALUE OF PLEDGE SECURITIES	**$117,683,631.79**
BALANCE IN ALL ACCOUNTS:	**$107,172,209.15**
OVER OR (UNDER) AMOUNT:	**$10,511,422.64**
	109.81%

COMPLIANCE STATEMENT

This in an unaudited statement made in accordance with provisions of Government Code Title 10 Section 2256.023 The Public Funds Investment Act
The investment portfolios of Jefferson County comply with the strategies in the Jefferson County Investment Policy and Procedures.

Tim Funchess, Jefferson County Investment Officer

JUNE 2015, JEFFERSON COUNTY INVESTMENT MATURITIES
MATURED SECURITIES AND INTEREST EARNED

SECURITY DESCRIPTION	PURCHASE DATE	PAR AMOUNT	AMOUNT INVESTED	PRICE PAID	EXPECT. YIELD	MATURITY DATE	Coupon Pay DATE		# DAYS INVEST.	CUSIP/C.D. NUMBER	BROKER DEALER	INTEREST EARNINGS	
POOLED CASH ACCOUNT													
INVESTMENT ACCT	01-Jun-15	$7,708.45	$7,708.45		0.210%	30-Jun-15			30	7580310386	WELLS FARGO	$1.27	
FHLMC 1.0%	27-Mar-14	$2,000,000.00	$2,000,000.00	100	1.000%	27-Mar-17	27-Jun-14	42821	1096	3134G4XX1	COASTAL SECURITIES	$5,000.00	CALLED
FHLMC 1.25%	26-Dec-14	$2,000,000.00	$2,000,000.00	100	1.250%	26-Dec-17	26-Mar-15	43095	1096	3134G5SP1	COASTAL SECURITIES	$12,500.00	CALLED
FHLMC .85%	30-Dec-13	$2,000,000.00	$2,000,000.00	100	0.850%	30-Dec-16	30-Jun-14	42734	1096	3134G4QW1	COASTAL SECURITIES	$8,500.00	CALLED
FHLMC 1.35%	30-Dec-14	$2,000,000.00	$2,000,000.00	100	1.350%	27-Dec-17	27-Mar-15	43096	1093	3134G5WB7	COASTAL SECURITIES	$13,275.00	CALLED
FHLB 1.375%	05-Mar-15	$2,000,000.00	$2,000,000.00	100	1.375%	05-Mar-18	05-Jun-15	43164	1096	3130A47B2	COASTAL SECURITIES	$6,875.00	CALLED
FHLB 1.40%	12-Mar-15	$2,000,000.00	$2,000,000.00	100	1.400%	12-Mar-18	12-Jun-15	43171	1096	3130A4CK6	NATIONAL ALLIANCE	$7,000.00	CALLED
FHLMC 1.125%	15-Sep-14	$2,000,000.00	$2,000,000.00	100	1.125%	15-Sep-17	15-Mar-15	42993	1096	3134G5GR0	COASTAL SECURITIES	$5,625.00	CALLED
FHLB .50%	20-Jun-13	$2,000,000.00	$2,000,000.00	100	0.500%	20-Jun-16	20-Dec-13	42541	1096	313383ED9	COASTAL SECURITIES	$5,000.00	CALLED
FHLMC 0.90%	20-Mar-14	$2,000,000.00	$2,000,000.00	100	0.900%	20-Mar-17	20-Jun-14	42814	1096	3134G4WH7	WELLS SECURITIES	$4,500.00	CALLED
ICD-BMW Bank 1.05%*	20-Jun-14	$248,000.00	$248,000.00	100	1.050%	20-Jun-17	None	42906	1096	05580AAK0	WELLS SECURITIES	$1,298.43	COUPON
ICD-Discover Bk 1.10%*	26-Jun-14	$248,000.00	$248,007.47	100	1.100%	26-Jun-17	None	42912	1096	254671X21	WELLS SECURITIES	$1,360.26	COUPON
ICD-Ally Bank 1.15%*	26-Jun-14	$248,000.00	$248,007.81	100	1.150%	26-Jun-17	None	42912	1096	02006LFK4	WELLS SECURITIES	$1,422.09	COUPON
ICD-Goldman S. 1.15%*	26-Jun-14	$248,000.00	$248,007.81	100	1.150%	26-Jun-17	None	42912	1096	38147JK76	WELLS SECURITIES	$1,422.09	COUPON
													$73,779.14
CHECKING INTEREST													
POOLED CASH ACCT		JUNE INTEREST			0.225%						WELLS FARGO	$15,604.48	
OTHER COUNTY ACCTS		JUNE INTEREST			0.225%						WELLS FARGO	$699.85	
TAX LICENSE ACCT		MAY INTEREST			0.222%						WELLS FARGO	$121.37	$16,425.70
TOTAL 7/7/2015		**$18,999,708.45**	**$18,999,731.54**									**$90,204.84**	**$90,204.84**

FISCAL YEAR 2014-2015

YIELD TO MATURITY AND INTEREST EARNINGS

MONTH	90 DAY T. BILL YIELD	INVESTMENT INTEREST EARNED	CHECKING ACCOUNT YIELD
OCTOBER	0.01%	$24,494.19	0.184%
NOVEMBER	0.03%	$14,688.14	0.185%
DECEMBER	0.04%	$46,195.44	0.188%
JANUARY	0.02%	$14,253.61	0.200%
FEBRUARY	0.02%	$25,251.01	0.200%
MARCH	0.04%	$53,155.03	0.200%
APRIL	0.01%	$28,410.06	0.218%
MAY	0.02%	$16,716.39	0.222%
JUNE	0.02%	$90,204.84	0.225%
JULY			
AUGUST			
SEPTEMBER			
ANNUAL TOTALS		**$ 313,368.71**	

Regular, July 13, 2015

There being no further business to come before the Court at this time, same is now here adjourned on this date, July 13, 2015