READ THIS FIRST

The Engineer shall verify that the latest version of the Federal Aviation Administration Advisory Circular AC 150/5370-10, “Standards for Specifying Construction Of Airports” and that the latest version of the Federal Aviation Administration, Northwest Mountain Region Revision to AC 150/5370-10, “Standards for Specifying Construction Of Airports” are incorporated into this specification.

This Project Spec Document may need additional modifications to suit your project. It is recommended that you proofread each section, paying attention to any “Notes” boxes such as this one--you should remove these “Notes” sections as you go. Also, do a search for all bracket characters “ [ ] “ as they are used to show you areas containing options or project specific details (you can use Microsoft Word’s Find feature {Ctrl-F} to jump to an open bracket “ [ “ character quickly). Again, these bracket characters should be removed.

It is important that every paragraph be numbered to allow for easy referencing. If you use the document’s built in styles and formatting your outline should be fine (turn on the formatting toolbar by going to View > Toolbars > Formatting). Most paragraphs will use the style “Numbered Material” and can be promoted (Shift) or demoted (Shift-Tab).

You should not have to manually enter extra spaces, carriage returns or outline characters such as A, B, C, or 1.01, 1.02; the formatting will do this for you. The entire document is 11 pt. Arial. If you paste items in, you may need to reapply the “Numbered Material” format.

1. GENERAL
   1. SUMMARY OF WORK
      1. The extent and location of “Excavation and Embankment (FAA)” Work is shown in the Contract Documents. Excavation, placement of embankments (fill), grading, subgrade preparation, compaction, haul and borrow excavation shall be conducted in accordance with the applicable provisions of FAA Item P-152, Excavation and Embankment, attached hereto.
   2. GOVERNING CODES, STANDARDS, AND REFERENCES
      1. TBD
   3. SUBMITTALS
      1. Submit materials data in accordance with Section 01 33 00 - Submittals. Furnish manufacturers’ technical literature, standard details, product specifications, and installation instructions for all products.
      2. Submittals shall include the following:
2. NOT USED
3. NOT USED
4. NOT USED

End of Section

Revision History:

05/01/2014 Conversion to 2004 CSI Numbering System

10/15/2014 Added Sole Source and Salient Characteristics Note to Part 2 and revisions

# ITEM P-152 EXCAVATION 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 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 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 (0.4 cubic meter) 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 be made up 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; 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 embankment or for other portions of the work in excess of the quantity of usable material available from required excavations. Borrow material shall be obtained from areas within the limits of the airport property but outside the normal limits of necessary grading, or from areas outside the airport.

All material excavated shall be considered “unclassified” unless the Engineer specifies other classifications in the project specifications.

Delete the classifications not applicable to a project.

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, when approved by the Engineer as suitable to support vegetation, may be used on the embankment slope.

## CONSTRUCTION METHODS

A. If only one product is acceptable (single or sole source product), obtain an approved Competition Waiver and submit to the CPO Construction, Contract Administrator. The language shall read as: “Manufacturer Name, Product # XXXXX, No Equal.” Refer to CPO-6 Competition Waiver Policy for more information.

B. If a Competition Waiver is not approved or more than one product is acceptable, this section must list a minimum of 2 products plus the language “Or Approved Equal,” along with salient characteristics. Refer to CPO Construction’s Salient Characteristics Guidelines for more information.

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. 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 pavement areas in which the top layer of soil material has become compacted, by hauling or other activities of the Contractor shall be scarified and disked to a depth of 4 in (100 mm), in order 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 shall, at his/her own expense, 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 elevations and measurements of the ground surface. All suitable excavated material shall be used in the formation of embankment, subgrade, or for other purposes shown on the plans. All unsuitable material shall be disposed of as 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 of as directed. When the volume of excavation is not sufficient for constructing the fill 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 selective grading is indicated on the plans, the more suitable material as 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 for rehandling as specified in paragraph 3.3.

b. Undercutting. Rock, shale, hardpan, loose rock, boulders, or other material unsatisfactory for safety areas, subgrades, roads, shoulders, or any areas intended for turfing shall be excavated to a minimum depth of 12 in (300 mm), or to the depth specified by the Engineer, below the subgrade. Muck, peat, matted roots, or other yielding material, unsatisfactory for subgrade foundation, shall be removed to the depth specified. Unsuitable materials shall be disposed of at locations shown on the plans. This excavated material shall be paid for at the contract unit price per cubic yard (per cubic meter) for [ ]. The excavated area shall be refilled with suitable material obtained from the grading operations or borrow areas and compacted to specified densities. The necessary refilling will constitute a part of the embankment. Where rock cuts are made and refilled with selected material, any pockets created in the rock surface shall be drained in accordance with the details shown on the plans.

The Engineer shall specify the appropriate class of excavation. If rock or muck excavation is not included under paragraph 1.2, unclassified excavation should be specified.

The plans shall show details for draining pockets created in rock cuts.

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. The Engineer shall determine if the displacement of such material was unavoidable and his/her decision shall be final. All overbreak shall be graded or removed by the Contractor and disposed of as directed; however, 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 existing structures and utilities required to permit the orderly progress of work 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 for at least 2 feet (60 cm) below the top of subgrade or as indicated on the plans, and the material disposed of as directed. All foundations thus excavated shall be backfilled with suitable material and compacted as specified herein.

e. Compaction Requirements. The subgrade under areas to be paved shall be compacted to a depth of [ ] and to a density of not less than [ ] percent of the maximum density as determined by ASTM [ ]. The material to be compacted shall be within +/- 2 percent of optimum moisture content before rolled to obtain the prescribed compaction (except for expansive soils).

Subgrades Under Flexible Pavements. The Engineer shall specify compaction to a depth of 6 in (150 mm) and to a density of not less than 95 percent for cohesive soils or 100 percent for noncohesive soils for areas serving single gear aircraft. For areas serving dual gear or dual tandem gear aircraft the Engineer shall specify the required compaction depths and densities as determined from AC 150/5320-6, Chapter 3, Section 2.

Subgrades Under Rigid Pavements. The Engineer shall specify the compaction depth and densities as determined from AC 150/5320-6, Chapter 3, Section 3.

The Engineer shall specify ASTM D 698 for areas designated for aircraft with gross weights of 60,000 pounds (27 200 Kg) or less, and ASTM D 1557 for areas designated for aircraft with gross weights greater than 60,000 pounds (27 200 Kg).

If nuclear density machines are to be used for density determination, the machines shall be calibrated in accordance with ASTM D 6938. The nuclear equipment shall be calibrated using blocks of materials with densities that extend through a range representative of the density of the proposed embankment material. (See attached Section 120 of the General Provisions for additional guidance with nuclear density testing)

Include testing frequencies per square yard for density & moisture acceptance tests.

AASHTO T 99 or T 180 (Moisture-Density) should be specified for soils that are expected to have more than 30% retained on the 3/4 in sieve. The moisture-density relationship test procedures ASTM D 698 and D 1557 are not applicable for materials with greater than 30 retained on the 3/4 in sieve. A replacement procedure (ASTM D 4718) for the coarse material (greater than 3/4 in) is used with ASTM methods but only until up to 30 percent is retained. Maximum density testing (ASTM D 4253) may be used but it also limits the material retained on the 1-1/2 in sieve to 30 percent. The AASHTO T-99 and T-180 are similar to ASTM D 698 and D 1557, except they do not limit the replacement of the coarse material.

The in-place field density shall be determined in accordance with ASTM D 1556 or ASTM D 2167. Stones or rock fragments larger than 4 in (100 mm) in their greatest dimension will not be permitted in the top 6 in (150 mm) of the subgrade. The finished grading operations, conforming to the typical cross section, shall be completed and maintained at least 1,000 feet (300 m) ahead of the paving operations or as directed by the Engineer.

In cuts, all loose or protruding rocks on the back slopes shall be barred loose or otherwise removed to line of finished grade of slope. 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 be permitted only when proper precautions are taken for the safety of all persons, the work, and the property. All damage done to the work or property shall be repaired at the Contractor’s expense. All operations of the Contractor in connection with the transportation, storage, and use of explosives shall conform to all state and local regulations and explosive manufacturers’ instructions, with applicable approved permits reviewed by the Engineer. Any approval given, however, will not relieve the Contractor of his/her responsibility in blasting operations.

Where blasting is approved, the Contractor shall employ a vibration consultant, approved by the Engineer, to advise on explosive charge weights per delay and to analyze records from seismograph recordings. The seismograph shall be capable of producing a permanent record of the three components of the motion in terms of particle velocity, and in addition shall be capable of internal dynamic calibration.

In each distinct blasting area, where pertinent factors affecting blast vibrations and their effects in the area remain the same, the Contractor shall submit a blasting plan of the initial blasts to the Engineer for approval. This plan must consist of hole size, depth, spacing, burden, type of explosives, type of delay sequence, maximum amount of explosive on any one delay period, depth of rock, and depth of overburden if any. The maximum explosive charge weights per delay included in the plan shall not be increased without the approval of the engineering.

The Contractor shall keep a record of each blast fired-its date, time and location; the amount of explosives used, maximum explosive charge weight per delay period, and, where necessary, seismograph records identified by instrument number and location.

These records shall be made available to the Engineer on a monthly basis or in tabulated form at other times as required.

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.

When borrow sources are outside the boundaries of the airport property, it shall be the Contractor’s responsibility to locate and obtain the supply, 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 unsuitable material shall be disposed of by the Contractor. All borrow pits shall be opened up to expose the vertical face of various strata of acceptable material to enable obtaining a uniform product. 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, for temporary levee construction; or for any other type as designed or as shown on the plans. The work shall be performed in the proper sequence with the other construction. All satisfactory material shall be placed in fills; unsuitable material shall be placed in waste areas or as directed. Intercepting ditches shall be constructed prior to starting adjacent excavation operations. All necessary work shall be performed to secure a finish true to 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 (120 cm) or less, all sod and vegetable matter shall be removed from the surface upon which the embankment is to be placed, and the cleared surface shall be completely broken up by plowing or scarifying to a minimum depth of 6 in (150 mm). This area shall then be compacted as indicated in paragraph 2.6. When the height of fill is greater than 4 feet (120 cm), sod not required to be removed shall be thoroughly disked and re-compacted to the density of the surrounding ground before construction of embankment.

Where embankments are to be placed on natural slopes steeper than 3 to 1, horizontal benches shall be constructed as shown on the plans.

The Engineer shall include benching details on the plans based on the type of material, degree of consolidation of the material, and the degree of homogeneity of the material. The minimum width of the bench shall be sufficient to accommodate construction equipment.

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 in (200 mm) in loose depth for the full width of the cross section, unless otherwise approved by the Engineer.

The grading operations shall be conducted, and the various soil strata shall be placed, to produce a soil structure as shown on the typical cross section or as directed. Materials such as brush, hedge, roots, stumps, grass and other organic matter, shall not be incorporated or buried in the embankment.

Operations on earthwork shall be suspended at any time when satisfactory results cannot be obtained because of rain, freezing, or other unsatisfactory conditions of the field. The Contractor shall drag, blade, or slope the embankment to provide proper surface drainage.

The material in the layer shall be within +/-2 percent of optimum moisture content before rolling to obtain the prescribed compaction. In order to achieve a 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. Samples of all embankment materials for testing, both before and after placement and compaction, will be taken for each [ ]. Based on these tests, the Contractor shall make the necessary corrections and adjustments in methods, materials or moisture content in order to achieve the correct embankment density.

It is recommended that density tests be made for each 1000 cubic yards (760 cubic meters) of material placed per layer. The Engineer may specify other frequencies as appropriate to the job size. If it is necessary (because of the presence of expansive soils or other unusually sensitive soils) to apply special controls to the moisture content of the soil during or after compaction to ensure strength, the Engineer shall specify the appropriate moisture content. The moisture limitations shall be specified using acceptable moisture ranges as determined by ASTM D 698 or ASTM D 1557.

If nuclear density machines are to be used for density determination, the machines shall be calibrated in accordance with ASTM D 6938. The nuclear equipment shall be calibrated using blocks of materials with densities that extend through a range representative of the density of the proposed embankment material. (See attached Section 120 of the General Provisions for additional guidance with nuclear density testing)

Include testing frequencies per square yard for density & moisture acceptance tests.

AASHTO T 99 or T 180 (Moisture-Density) should be specified for soils that are expected to have more than 30% retained on the 3/4 in sieve. The moisture-density relationship test procedures ASTM D 698 and D 1557 are not applicable for materials with greater than 30 retained on the 3/4 in sieve. A replacement procedure (ASTM D 4718) for the coarse material (greater than 3/4 in) is used with ASTM methods but only until up to 30 percent is retained. Maximum density testing (ASTM D 4253) may be used but it also limits the material retained on the 1-1/2 in sieve to 30 percent. The AASHTO T-99 and T-180 are similar to ASTM D 698 and D 1557, except they do not limit the replacement of the coarse material.

Rolling operations shall be continued until the embankment is compacted to not less than 95 percent of maximum density for non-cohesive soils, and 90 percent of maximum density for cohesive soils as determined by ASTM [ ]. Under all areas to be paved, the embankments shall be compacted to a depth of [ ] and to a density of not less than [ ] percent of the maximum density as determined by ASTM [ ].

Subgrade Under Flexible Pavements. The Engineer shall specify the required compaction depths and densities as determined from AC 150/5320-6, Chapter 3, Section 2.

Subgrade Under Rigid Pavements. The Engineer shall specify the required compaction depths and densities as determined from AC 150/5320-6, Chapter 3, Section 3.

The Engineer shall specify ASTM D 698 for areas designated for aircraft with gross weights of 60,000 pounds (27 200 kg) or less and ASTM D 1557 for areas designated for aircraft with gross weights greater than 60,000 pounds (27 200 kg).

For soils with expansive characteristics, the maximum density should be determined in accordance with ASTM D 698 regardless of aircraft weight.

On all areas outside of the pavement areas, no compaction will be required on the top 4 inches (100 mm). The lower layers shall be compacted to 95% of the maximum density from ASTM D 698 for non-cohesive soils and 90% for cohesive soil.

The in-place field density shall be determined in accordance with ASTM D 1556, ASTM D 2167 or ASTM D 6938. All testing shall be done by a laboratory hired by the contractor. The results shall be furnished daily to the Engineer for determination of acceptance. See Section 120 of the General Provisions.

Compaction areas shall be kept separate, and no layer shall be covered by another until the proper density is obtained.

During construction of the embankment, the Contractor shall route his/her equipment at all times, both when loaded and when empty, over the layers as they are placed and shall distribute the travel evenly over the entire width of the embankment. The equipment shall be operated in such a manner that hardpan, cemented gravel, clay, or other chunky soil material will be broken up into small particles and become incorporated with the other material in the layer.

In the construction of embankments, layer placement shall begin in the deepest portion of the fill; as placement progresses, 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 in (100 mm) in their greatest dimensions will not be allowed in the top 6 in (150 mm) of the subgrade. Rockfill shall be brought up in layers as specified or as directed and every effort shall be exerted to fill the voids with the finer material 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 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 (60 cm) in thickness. Each layer shall be leveled and smoothed with suitable leveling equipment and by distribution of spalls and finer fragments of rock. These type lifts shall not be constructed above an elevation 4 feet (120 cm) below the finished subgrade.

Frozen material shall not be placed in the embankment nor shall embankment be placed upon frozen material.

There will be no separate measurement of payment for compacted embankment, and all costs incidental to placing in layers, compacting, disking, watering, mixing, sloping, and other necessary operations for construction of embankments will be included in the contract price for excavation, borrow, or other items.

The Engineer may specify payment for compacted “Embankment in Place.” In this case, delete the preceding paragraph and indicate that payment will be made under embankment and that no payment will be made for excavation, borrow, or other items.

152-2.7 FINISHING AND PROTECTION OF SUBGRADE. After the subgrade has been substantially completed the full width shall be conditioned by removing any soft or other unstable material that will not compact properly. The resulting areas and all other low areas, holes or depressions 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 take all precautions necessary to protect the subgrade from damage. He/she shall limit hauling over the finished subgrade to that which is essential for construction purposes.

All ruts or rough places that develop in a completed subgrade shall be smoothed 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. Its cost shall be considered by the Contractor and included 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 16 ft (4.8 m) straightedge applied parallel and at right angles to the centerline, it shall not show any deviation in excess of 1/2 in (12 mm), or shall not be more than 0.05 ft (0.015 m) from true grade as established by grade hubs or pins. Any deviation in excess of these amounts shall be corrected by loosening, adding, or removing materials; reshaping; and recompacting by sprinkling and rolling.

On safety areas, intermediate and other designated areas, the surface shall be of such smoothness that it will not vary more than 0.10 ft (0.03 m) 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 proper and final section of finished construction, the material shall be stockpiled at approved locations. Stockpiles shall not be placed within [ ] feet of runway pavement or [ ] feet of taxiway pavement and shall not be placed on areas that subsequently will require any excavation or embankment. 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.

The Engineer shall specify the appropriate clearances in accordance with AC 150/5370-2, Operational Safety on Airports During Construction.

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 as such under Item P-152. The quantity removed and placed directly or stockpiled shall be paid for at the contract unit price per cubic yard (cubic meter) 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 (cubic meter) for “Topsoiling,” as provided in Item T-905.

## METHOD OF MEASUREMENT

Subgrade preparation may be measured by square yards at engineer’s option.

152-3.1 The quantity of excavation to be paid for shall be the number of cubic yards (cubic meters) 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.

152-3.2 Borrow material shall be paid for on the basis of the number of cubic yards (cubic meters) 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 (cubic meters) measured in the stockpiled position as soon as the material has been stockpiled.

If the Engineer wishes to specify payment for the quantity of embankment in place in lieu of paying for excavation, delete paragraph 3.1 and substitute the following: The quantity of embankment to be paid for shall be the number of cubic yards (cubic meters) measured in its final position.

152-3.4 For payment specified by the cubic yard (cubic meter), measurement for all [excavation] [embankment] 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] [embankment] cross sections shown on the plans, subject to verification by the Engineer. After completion of all [excavation] [embankment] operations and prior to the placing of base or subbase material, the final [excavation] [embankment] shall be verified by the Engineer by means of field cross sections taken randomly at intervals not exceeding 500 linear feet (150 meters).

Final field cross sections shall be employed if the following changes have been made:

a. Plan width of embankments or excavations are changed by more than plus or minus 1.0 ft (0.3 meter); or

b. Plan elevations of embankments or excavations are changed by more than plus or minus 0.5 ft (0.15 meter).

## BASIS OF PAYMENT

The Engineer can include “subgrade preparation” as pay item.

152-4.1 For “Unclassified excavation” payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

152-4.2 For “Rock Excavation” payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

152-4.3 For “Muck Excavation” payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

152-4.4 For “Drainage Excavation” payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

152-4.5 For “Borrow Excavation” payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

152-4.6 For “Stockpiled Material” payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

152-4.7 For “Embankment in Place” payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-152-4.1

Unclassified Excavation-per cubic yard (cubic meter)

|  |  |
| --- | --- |
| Item P-152-4.2 | Rock Excavation-per cubic yard (cubic meter) |
| Item P-152-4.3 | Muck Excavation-per cubic yard (cubic meter) |
| Item P-152-4.4 | Drainage Excavation-per cubic yard (cubic meter) |
| Item P-152-4.5 | Borrow Excavation-per cubic yard (cubic meter) |
| Item P-152-4.6 | Stockpiled material-per cubic yard (cubic meter) |
| Item P-152-4.7 | Embankment in Place-per cubic yard (cubic meter) |

The Engineer shall include only those classifications shown in the bid schedule.

## TESTING REQUIREMENTS

|  |  |
| --- | --- |
| ASTM D 698 | Test for Moisture-Density Relations of Soils and Soil-Aggregate Mixtures, Using 5.5-pound (2.49 kg) Rammer and 12 in (305 mm) Drop |
| ASTM D 1556 | Test for Density of Soil In Place by the Sand-Cone Method |
| ASTM D 1557 | Test for Laboratory Compaction Characteristics of Soil Using Modified Effort |
| ASTM D 2167 | Test for Density and Unit Weight of Soil In Place by the Rubber Balloon Method. |
| ASTM D 6938 | In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods |

End of Item P-152

## REFERENCES

1. AASHTO T-99
2. AASHTO T-99 for more than 30% retained on the 3/4 inch sieve
3. AASHTO T-180
4. AASHTO T-180 (Moisture-Density) for more than 30% retained on the 3/4 inch sieve
5. AC 150/5320-6, Chapter 3, Section 3. Subgrade Under Rigid Pavements compaction depths and densities
6. AC 150/5320-6C, Chapter 3, Section 2. Subgrades Under Flexible Pavements required compaction depths and densities
7. AC 150/5320-6C, Chapter 3, Section 3. Subgrades Under Rigid Pavements compaction depth and densities
8. AC 150/5370-2C Operational Safety on Airports During Construction, Appendix 1 appropriate clearances
9. ASTM methods
10. ASTM D 698
11. ASTM D 698 for gross weights less than 60,000 pounds
12. ASTM D 698 moisture ranges
13. ASTM D 698 not applicable for materials with greater than 30% retained on the 3/4 inch sieve
14. ASTM D 698 soils with expansive characteristics regardless of aircraft weight
15. TESTING REQUIREMENTS ASTM D 698 Test for Moisture-Density Relations of Soils and Soil-Aggregate Mixtures, Using 5.5 pound (2.49 kg) Rammer and 12 inch (305 mm) Drop
16. ASTM D 1556 in-place field density
17. TESTING REQUIREMENTS ASTM D 1556 Test for Density of Soil In Place by the Sand-Cone Method
18. ASTM D 1557
19. ASTM D 1557 gross weights greater than 60,000 pounds
20. ASTM D 1557 moisture ranges
21. ASTM D 1557 not applicable for materials with greater than 30% retained on the 3/4 inch sieve
22. TESTING REQUIREMENTS ASTM D 1557 Test for Moisture-Density Relations of Soils and Soil-Aggregate Mixtures, Using 10 pound (4.5 kg) Rammer and 18 inch (45 cm) Drop
23. ASTM D 2167 in-place field density
24. TESTING REQUIREMENTS ASTM D 2167 Test for Density and Unit Weight of Soil In Place by the Rubber Balloon Method
25. ASTM D 2922 included as a method for in-place densities
26. ASTM D 2922 in-place densities
27. ASTM D 4253
28. ASTM D 4718 for course material
29. P-151 cleared and grubbed
30. FAA Item P-152 Excavation and Embankment x
31. Item P-152 no direct payment will be made for topsoil
32. Item T-905 re-handling of topsoil
33. Item T-905 stockpiled topsoil
34. 42. 02330 152-2.10 Item T-905 topsoil
35. Item T-905 topsoil

End of Item