DESIGN BID BUILD PROJECT SPECIFICATIONS

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REPAIR RUNWAY PAVEMENT AND LIGHTING (SPECIFICATIONS VOLUME 2)

NAS PENSACOLA, FLORIDA

E PROJECT #: 1365108

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DEMOLITION
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PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN SOCIETY OF SAFETY ENGINEERS (ASSE/SAFE)

ASSE/SAFE A10.6	(2006) Safety Requirements for Demolition Operations

U.S. ARMY CORPS OF ENGINEERS (USACE)

EM 385-1-1	(2014) Safety and Health Requirements Manual

U.S. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA)

40 CFR 61	National Emission Standards for Hazardous Air Pollutants

1.2 PROJECT DESCRIPTION

1.2.1 Demolition/Deconstruction Plan

Prepare a Demolition Plan and submit proposed demolition and removal procedures for approval before work is started. Include in the plan procedures for careful removal and disposition of materials specified to be salvaged, coordination with other work in progress, a disconnection schedule of utility services, and airfield lighting, a detailed description of methods and equipment to be used for each operation and of the sequence of operations. Coordinate with Waste Management Plan. Provide procedures for safe conduct of the work in accordance with EM 385-1-1. Plan shall be approved by Contracting Officer prior to work beginning.

1.2.2 General Requirements

Do not begin demolition or deconstruction until authorization is received from the Contracting Officer. Remove rubbish and debris from the project site; do not allow accumulations on airfield pavements. The work includes demolition of identified items and materials, and removal of resulting rubbish and debris. Remove rubbish and debris from Government property daily, unless otherwise directed. Store materials that cannot be removed daily in the designated Contractor's laydown area or areas specified by the Contracting Officer. In the interest of occupational safety and health, perform the work in accordance with EM 385-1-1, Section 23, Demolition, and other applicable Sections.

1.3 ITEMS TO REMAIN IN PLACE

Take necessary precautions to avoid damage to existing items to remain in place, to be reused, or to remain the property of the Government. Repair or replace damaged items as approved by the Contracting Officer. Coordinate the work of this section with all other work indicated. Construct and maintain shoring, bracing, and supports as required. Ensure that structural elements are not overloaded. Increase structural supports or add new supports as may be required as a result of any cutting, removal, or demolition work performed under this contract. Do not overload pavements to remain. Provide new supports and reinforcement for existing construction weakened by demolition, or removal work. Repairs, reinforcement, or structural replacement require approval by the Contracting Officer prior to performing such work.

1.3.1 Existing Construction Limits and Protection

Do not disturb existing construction beyond the extent indicated or necessary for installation of new construction. Provide protective measures to control accumulation and migration of dust and dirt in all work areas. Remove dust, dirt, and debris from work areas daily.

1.3.2 Utility Service

Maintain existing utilities indicated to stay in service and protect against damage during demolition operations.

1.3.3 Facilities

Protect electrical and mechanical services and utilities. Where removal of existing utilities and pavement is specified or indicated, provide approved barricades, temporary covering of exposed areas, and temporary services or connections for electrical and mechanical utilities.

1.4 BURNING

The use of burning at the project site for the disposal of refuse and debris will not be permitted

1.5 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-01 Preconstruction Submittals

Demolition Plan; G

Existing Conditions

SD-07 Certificates

Notification; G

SD-11 Closeout Submittals

Receipts

1.6 QUALITY ASSURANCE

Submit timely notification of demolition projects to Federal, State, regional, and local authorities in accordance with 40 CFR 61, Subpart M. Notify the the Contracting Officer in writing 10 working days prior to the commencement of work in accordance with 40 CFR 61, Subpart M. Comply with federal, state, and local hauling and disposal regulations. In addition to the requirements of the "Contract Clauses," conform to the safety requirements contained in ASSE/SAFE A10.6. Comply with the Environmental Protection Agency requirements specified. Use of explosives will not be permitted.

1.6.1 Dust and Debris Control

Prevent the spread of dust and debris on airfield pavements and avoid the creation of a nuisance or hazard in the surrounding area. Do not use water if it results in hazardous or objectionable conditions such as, but not limited to, ice, flooding, or pollution. Sweep pavements as often as necessary to control the spread of debris that may result in foreign object damage potential to aircraft.

1.7 PROTECTION

1.7.1 Traffic Control Signs

a. Where aircraft safety is endangered in the area of removal work, use traffic barricades with flashing lights. Anchor barricades in a manner to prevent displacement by wind, jet or prop blast. Notify the Contracting Officer prior to beginning such work.

1.8 FOREIGN OBJECT DAMAGE (FOD)

Aircraft and aircraft engines are subject to FOD from debris and waste material lying on airfield pavements. Remove all such materials that may appear on operational aircraft pavements due to the Contractor's operations. If necessary, the Contracting Officer may require the Contractor to install a temporary barricade at the Contractor's expense to control the spread of FOD potential debris. The barricade shall include a fence covered with a fabric designed to stop the spread of debris. Anchor the fence and fabric to prevent displacement by winds or jet/prop blasts. Remove barricade when no longer required.

1.9 EXISTING CONDITIONS

Before beginning any demolition or deconstruction work, survey the site and examine the drawings and specifications to determine the extent of the work. Record existing conditions in the presence of the Contracting Officer showing the condition of structures and other facilities adjacent to areas of alteration or removal. Photographs sized 4 inch will be acceptable as a record of existing conditions. Include in the record the location and extent of existing cracks and other damage and description of surface conditions that exist prior to before starting work. It is the Contractor's responsibility to verify and document all required outages which will be required during the course of work, and to note these outages on the record document. Submit survey results.

PART 2 PRODUCTS

2.1 FILL MATERIAL

a. Comply with excavating, backfilling, and compacting procedures for soils used as backfill material to fill voids, depressions or excavations resulting from demolition of structures and pavement.

PART 3 EXECUTION

3.1 EXISTING FACILITIES TO BE REMOVED

Inspect and evaluate existing structures onsite for reuse. Existing construction scheduled to be removed for reuse shall be disassembled. Dismantled and removed materials are to be separated, set aside, and prepared as specified, and stored or delivered to a collection point for reuse, remanufacture, recycling, or other disposal, as specified. Materials shall be designated for reuse onsite whenever possible.

3.1.1 Structures

a. Remove existing structures indicated to be removed to 2 feet below grade.

3.1.2 Utilities and Related Equipment

3.1.2.1 General Requirements

Do not interrupt existing utilities serving occupied or used facilities, except when authorized in writing by the Contracting Officer. Do not interrupt existing utilities serving facilities occupied and used by the Government except when approved in writing and then only after temporary utility services have been approved and provided. Do not begin demolition work until all utility disconnections have been made. Shut off and cap utilities for future use, as indicated.

3.1.2.2 Disconnecting Existing Utilities

Remove existing utilities as indicated and terminate in a manner conforming to the nationally recognized code covering the specific utility and approved by the Contracting Officer. When utility lines are encountered but are not indicated on the drawings, notify the Contracting Officer prior to further work in that area.

3.1.3 Paving and Slabs

Remove concrete and asphaltic concrete paving and slabs including aggregate base as indicated to a depth of 6 inches below new finish grade. Provide neat sawcuts at limits of pavement removal as indicated. Pavement and slabs shall be removed from the Installation at Contractor's expense.

3.1.4 Concrete

Saw concrete along straight lines full depth prior to removal.

3.1.5 Airfield Lighting

Remove existing airfield lighting as indicated and terminate in a manner

satisfactory to the Contracting Officer. Remove edge lights, associated transformers and other appurtenances as indicated in the plans and dispose of off station.

3.2 DISPOSITION OF MATERIAL

3.3 CLEANUP

Remove debris and rubbish from excavations. Remove and transport the debris in a manner that prevents spillage on streets or adjacent areas. Apply local regulations regarding hauling and disposal.

3.4 DISPOSAL OF REMOVED MATERIALS

3.4.1 Regulation of Removed Materials

Dispose of debris, rubbish, scrap, and other nonsalvageable materials resulting from removal operations with all applicable federal, state and local regulations.

3.4.2 Burning on Government Property

Burning of materials removed from demolished and deconstructed structures will not be permitted on Government property

3.4.3 Removal from Government Property

Transport waste materials removed from demolished and deconstructed structures, except waste soil, from Government property for legal disposal. Dispose of waste soil as directed.

3.5 REUSE OF SALVAGED ITEMS

Recondition salvaged materials and equipment designated for reuse before installation. Replace items damaged during removal and salvage operations or restore them as necessary to usable condition.

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EXCAVATION AND FILL
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PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to in the text by the basic designation only.

AMERICAN WATER WORKS ASSOCIATION (AWWA)

AWWA C600	(2010) Installation of Ductile-Iron Water Mains and Their Appurtenances

AMERICAN WOOD PROTECTION ASSOCIATION (AWPA)

AWPA C2	(2003) Lumber, Timber, Bridge Ties and Mine Ties - Preservative Treatment by Pressure Processes
AWPA P5	(2015) Standard for Waterborne Preservatives

ASTM INTERNATIONAL (ASTM)

ASTM A139/A139M	(2004; R 2010) Standard Specification for Electric-Fusion (ARC)-Welded Steel Pipe (NPS 4 and over)
ASTM A252	(2010) Standard Specification for Welded and Seamless Steel Pipe Piles
ASTM C136/C136M	(2014) Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM D1140	(2014) Amount of Material in Soils Finer than the No. 200 (75-micrometer) Sieve
ASTM D1556/D1556M	(2015) Standard Test Method for Density and Unit Weight of Soil in Place by Sand-Cone Method
ASTM D1557	(2012; E 2015) Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft3) (2700 kN-m/m3)
ASTM D2321	(2014; E 2014) Standard Practice for Underground Installation of Thermoplastic Pipe for Sewers and Other Gravity-Flow Applications
ASTM D2487	(2011) Soils for Engineering Purposes

	(Unified Soil Classification System)
ASTM D4318	(2010; E 2014) Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D6938	(2015) Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)
ASTM D698	(2012; E 2014; E 2015) Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/cu. ft. (600 kN-m/cu. m.))

U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)

EPA SW-846.3-3	(1999, Third Edition, Update III-A) Test Methods for Evaluating Solid Waste: Physical/Chemical Methods

1.2 DEFINITIONS

1.2.1 Degree of Compaction

Degree of compaction is expressed as a percentage of the maximum density obtained by the test procedure presented in ASTM D1557, for general soil types, abbreviated as percent laboratory maximum density.

1.2.2 Hard Materials

Weathered rock, dense consolidated deposits, or conglomerate materials which are not included in the definition of "rock" but which usually require the use of heavy excavation equipment, ripper teeth, or jack hammers for removal.

1.2.3 Rock

Solid homogeneous interlocking crystalline material with firmly cemented, laminated, or foliated masses or conglomerate deposits, neither of which can be removed without systematic drilling and blasting, drilling and the use of expansion jacks or feather wedges, or the use of backhoe-mounted pneumatic hole punchers or rock breakers; also large boulders, buried masonry, or concrete other than pavement exceeding 1/2 cubic yard in volume. Removal of hard material will not be considered rock excavation because of intermittent drilling and blasting that is performed merely to increase production.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-01 Preconstruction Submittals

Dewatering work plan

Submit 15 days prior to starting work.

SD-06 Test Reports

Fill and backfill test

Density tests

Moisture Content Tests

Copies of all laboratory and field test reports within 24 hours of the completion of the test.

1.4 DELIVERY, STORAGE, AND HANDLING

Perform in a manner to prevent contamination or segregation of materials.

1.5 CRITERIA FOR BIDDING

Base bids on the following criteria:

a. Surface elevations are as indicated.

b. Replacing approximately 2500 square yards of subgrade material with an average depth of 48 inches at various locations beyond those indicated in the project plans.

g. Suitable backfill in the quantities required is not available on Government property.

h. Blasting will not be permitted. Remove material in an approved manner.

1.6 REQUIREMENTS FOR OFF SITE SOIL

Soils brought in from off site for use as backfill shall be tested for petroleum hydrocarbons, BTEX, PCBs and HW characteristics (including toxicity, ignitability, corrosivity, and reactivity). Backfill shall not contain concentrations of these analytes above the appropriate State and/or EPA criteria, and shall pass the tests for HW characteristics. Determine petroleum hydrocarbon concentrations by using appropriate State protocols. Determine BTEX concentrations by using EPA SW-846.3-3 Method 5035/8260B. Perform complete TCLP in accordance with EPA SW-846.3-3 Method 1311. Perform HW characteristic tests for ignitability, corrosivity, and reactivity in accordance with accepted standard methods. Perform PCB testing in accordance with accepted standard methods for sampling and analysis of bulk solid samples. Provide borrow site testing for petroleum hydrocarbons and BTEX from a grab sample of material from the area most likely to be contaminated at the borrow site (as indicated by visual or olfactory evidence), with at least one test from each borrow site. For each borrow site, provide borrow site testing for HW characteristics from a composite sample of material, collected in accordance with standard soil sampling techniques. Do not bring material onsite until tests results have been received and approved by the Contracting Officer.

1.7 QUALITY ASSURANCE

1.7.1 Dewatering Work Plan

Submit procedures for accomplishing dewatering work.

1.7.2 Utilities

Movement of construction machinery and equipment over pipes and utilities during construction shall be at the Contractor's risk. Excavation made with power-driven equipment is not permitted within two feet of known Government-owned utility or subsurface construction. For work immediately adjacent to or for excavations exposing a utility or other buried obstruction, excavate by hand. Start hand excavation on each side of the indicated obstruction and continue until the obstruction is uncovered or until clearance for the new grade is assured. Support uncovered lines or other existing work affected by the contract excavation until approval for backfill is granted by the Contracting Officer. Report damage to utility lines or subsurface construction immediately to the Contracting Officer.

PART 2 PRODUCTS

2.1 SOIL MATERIALS

2.1.1 Satisfactory Materials

Any materials classified by ASTM D2487 as GW, GP, GM, GP-GM, GW-GM, GC, GP-GC, GM-GC, SW, SP, free of debris, roots, wood, scrap material, vegetation, refuse, soft unsound particles, and deleterious, or objectionable materials. Unless specified otherwise, the maximum particle diameter shall be one-half the lift thickness at the intended location.

2.1.2 Unsatisfactory Materials

Materials which do not comply with the requirements for satisfactory materials. Unsatisfactory materials also include man-made fills, trash, refuse, or backfills from previous construction. Unsatisfactory material also includes material classified as satisfactory which contains root and other organic matter, and stones larger than 3 inches. The Contracting Officer shall be notified of any contaminated materials.

2.1.3 Cohesionless and Cohesive Materials

Cohesionless materials include materials classified in ASTM D2487 as GW, GP, SW, and SP. Cohesive materials include materials classified as GC, SC, ML, CL, MH, and CH. Materials classified as GM, GP-GM, GW-GM, SW-SM, SP-SM, and SM shall be identified as cohesionless only when the fines are nonplastic (plasticity index equals zero). Materials classified as GM and SM will be identified as cohesive only when the fines have a plasticity index greater than zero.

2.1.4 Common Fill

Approved, unclassified soil material with the characteristics required to compact to the soil density specified for the intended location.

2.1.5 Backfill and Fill Material

ASTM D2487, classification GW, GP, GM, SW, SP, SM, with a maximum

ASTM D4318 liquid limit of 35, maximum ASTM D4318 plasticity index of 12, and a maximum of 25 percent by weight passing ASTM D1140, No. 200 sieve.

2.2 UTILITY BEDDING MATERIAL

Except as specified otherwise in the individual piping section, provide bedding for buried piping in accordance with AWWA C600, Type 4, except as specified herein. Backfill to top of pipe shall be compacted to 95 percent of ASTM D698 maximum density. Plastic piping shall have bedding to spring line of pipe. Provide ASTM D2321 materials as follows:

a. Class I: Angular, 0.25 to 1.5 inches, graded stone, including a number of fill materials that have regional significance such as coral, slag, cinders, crushed stone, and crushed shells.

b. Class II: Coarse sands and gravels with maximum particle size of 1.5 inches, including various graded sands and gravels containing small percentages of fines, generally granular and noncohesive, either wet or dry. Soil Types GW, GP, SW, and SP are included in this class as specified in ASTM D2487.

2.2.1 Sand

Clean, coarse-grained sand classified as SW or SP by ASTM D2487 for bedding as indicated.

2.2.2 Gravel

Clean, coarsely graded natural gravel, crushed stone or a combination thereof having a classification of GW in accordance with ASTM D2487 for bedding and as indicated. Maximum particle size shall not exceed 3 inches.

2.3 MATERIAL FOR PIPE CASING

2.3.1 Casing Pipe

ASTM A139/A139M, Grade B, or ASTM A252, Grade 2, smooth wall pipe. Casing size shall be of the outside diameter and wall thickness as indicated. Protective coating is not required on casing pipe.

2.3.2 Wood Supports

Treated Yellow Pine or Douglas Fir, rough, structural grade. Provide wood with nonleaching water-borne pressure preservative (ACA or CCA) and treatment conforming to AWPA P5 and AWPA C2, respectively. Secure wood supports to carrier pipe with stainless steel or zinc-coated steel bands.

2.4 BURIED WARNING AND IDENTIFICATION TAPE

Polyethylene plastic and metallic core or metallic-faced, acid- and alkali-resistant, polyethylene plastic warning tape manufactured specifically for warning and identification of buried utility lines. Provide tape on rolls, 3 inch minimum width, color coded as specified below for the intended utility with warning and identification imprinted in bold black letters continuously over the entire tape length. Warning and identification to read, "CAUTION, BURIED (intended service) LINE BELOW" or similar wording. Color and printing shall be permanent, unaffected by moisture or soil.

Warning Tape Color Codes	
Red:	Electric
Yellow:	Gas, Oil; DangerousMaterials
Orange:	Telephone and Other Communications
Blue:	Potable Water Systems
Green:	Sewer Systems
White:	Steam Systems
Gray:	Compressed Air
Purple:	Non Potable, Reclaimed Water, Irrigation and Slurry lines

2.4.1 Warning Tape for Metallic Piping

Acid and alkali-resistant polyethylene plastic tape conforming to the width, color, and printing requirements specified above. Minimum thickness of tape shall be 0.003 inch. Tape shall have a minimum strength of 1500 psi lengthwise, and 1250 psi crosswise, with a maximum 350 percent elongation.

2.4.2 Detectable Warning Tape for Non-Metallic Piping

Polyethylene plastic tape conforming to the width, color, and printing requirements specified above. Minimum thickness of the tape shall be 0.004 inch. Tape shall have a minimum strength of 1500 psi lengthwise and 1250 psi crosswise. Tape shall be manufactured with integral wires, foil backing, or other means of enabling detection by a metal detector when tape is buried up to 3 feet deep. Encase metallic element of the tape in a protective jacket or provide with other means of corrosion protection.

2.5 DETECTION WIRE FOR NON-METALLIC PIPING

Detection wire shall be insulated single strand, solid copper with a minimum of 12 AWG.

PART 3 EXECUTION

3.1 PROTECTION

3.1.1 Drainage and Dewatering

Provide for the collection and disposal of surface and subsurface water encountered during construction.

3.1.1.1 Drainage

So that construction operations progress successfully, completely drain construction site during periods of construction to keep soil materials sufficiently dry. The Contractor shall establish/construct storm drainage features (ponds/basins) at the earliest stages of site development, and

throughout construction grade the construction area to provide positive surface water runoff away from the construction activity and/or provide temporary ditches, swales, and other drainage features and equipment as required to maintain dry soils. When unsuitable working platforms for equipment operation and unsuitable soil support for subsequent construction features develop, remove unsuitable material and provide new soil material as specified herein. It is the responsibility of the Contractor to assess the soil and ground water conditions presented by the plans and specifications and to employ necessary measures to permit construction to proceed. Excavated slopes and backfill surfaces shall be protected to prevent erosion and sloughing. Excavation shall be performed so that the site, the area immediately surrounding the site, and the area affecting operations at the site shall be continually and effectively drained.

3.1.1.2 Dewatering

Groundwater flowing toward or into excavations shall be controlled to prevent sloughing of excavation slopes and walls, boils, uplift and heave in the excavation and to eliminate interference with orderly progress of construction. French drains, sumps, ditches or trenches will not be permitted within 3 feet of the foundation of any structure, except with specific written approval, and after specific contractual provisions for restoration of the foundation area have been made. Control measures shall be taken by the time the excavation reaches the water level in order to maintain the integrity of the in situ material. While the excavation is open, the water level shall be maintained continuously, at least 2 feet below the working level.

3.1.2 Underground Utilities

Location of the existing utilities indicated is approximate. The Contractor shall physically verify the location and elevation of the existing utilities indicated prior to starting construction. The Contractor shall scan the construction site with electromagnetic and sonic equipment and mark the surface of the ground where existing underground utilities are discovered.

3.1.3 Machinery and Equipment

Movement of construction machinery and equipment over pipes during construction shall be at the Contractor's risk. Repair, or remove and provide new pipe for existing or newly installed pipe that has been displaced or damaged.

3.2 SURFACE PREPARATION

3.2.1 Clearing and Grubbing

Unless indicated otherwise, remove trees, stumps, logs, shrubs, brush and vegetation and other items that would interfere with construction operations within the construction limits. Remove stumps entirely. Grub out matted roots and roots over 2 inches in diameter to at least 18 inches below existing surface.

3.2.2 Stripping

Strip suitable soil from the site where excavation or grading is indicated and stockpile separately from other excavated material. Material

unsuitable for use as topsoil shall be stockpiled and used for backfilling. Locate topsoil so that the material can be used readily for the finished grading. Where sufficient existing topsoil conforming to the material requirements is not available on site, provide borrow materials suitable for use as topsoil. Protect topsoil and keep in segregated piles until needed.

3.2.3 Unsuitable Material

Remove vegetation, debris, decayed vegetable matter, sod, mulch, and rubbish underneath paved areas or concrete slabs.

3.3 EXCAVATION

Excavate to contours, elevation, and dimensions indicated. Reuse excavated materials that meet the specified requirements for the material type required at the intended location. Keep excavations free from water. Excavate soil disturbed or weakened by Contractor's operations, soils softened or made unsuitable for subsequent construction due to exposure to weather. Excavations below indicated depths will not be permitted except to remove unsatisfactory material. Unsatisfactory material encountered below the grades shown shall be removed as directed. Refill with satisfactory material and compact to 95 percent of ASTM D1557 maximum density. Unless specified otherwise, refill excavations cut below indicated depth with satisfactory material and compact to 95 percent of ASTM D1557 maximum density. Satisfactory material removed below the depths indicated, without specific direction of the Contracting Officer, shall be replaced with satisfactory materials to the indicated excavation grade; except as specified for spread footings. Determination of elevations and measurements of approved overdepth excavation of unsatisfactory material below grades indicated shall be done under the direction of the Contracting Officer.

3.3.1 Pipe Trenches

Excavate to the dimension indicated. Grade bottom of trenches to provide uniform support for each section of pipe after pipe bedding placement. Tamp if necessary to provide a firm pipe bed. Recesses shall be excavated to accommodate bells and joints so that pipe will be uniformly supported for the entire length. Rock, where encountered, shall be excavated to a depth of at least 6 inches below the bottom of the pipe.

3.3.2 Excavated Materials

Satisfactory excavated material required for fill or backfill shall be placed in the proper section of the permanent work required or shall be separately stockpiled if it cannot be readily placed. Satisfactory material in excess of that required for the permanent work and all unsatisfactory material shall be disposed of as specified in Paragraph "DISPOSITION OF SURPLUS MATERIAL."

3.4 SUBGRADE PREPARATION

Unsatisfactory material in surfaces to receive fill or in excavated areas shall be removed and replaced with satisfactory materials as directed by the Contracting Officer. The surface shall be scarified to a depth of 6 inches before the fill is started. Sloped surfaces steeper than 1 vertical to 4 horizontal shall be plowed, stepped, benched, or broken up so that the fill material will bond with the existing material. When

subgrades are less than the specified density, the ground surface shall be broken up to a minimum depth of 6 inches, pulverized, and compacted to the specified density. 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. Material shall not be placed on surfaces that are muddy, frozen, or contain frost. Compaction shall be accomplished by sheepsfoot rollers, pneumatic-tired rollers, steel-wheeled rollers, or other approved equipment well suited to the soil being compacted. Material shall be moistened or aerated as necessary to plus or minus 2 percent of optimum moisture. Minimum subgrade density shall be as specified herein.

3.4.1 Proof Rolling

Proof rolling shall be done on an exposed subgrade free of surface water (wet conditions resulting from rainfall) which would promote degradation of an otherwise acceptable subgrade. After stripping, proof roll the existing subgrade, for areas to receive pavement, with six passes of a 15 ton, pneumatic-tired roller. Operate the roller in a systematic manner to ensure the number of passes over all areas, and at speeds between 2 1/2 to 3 1/2 miles per hour. Notify the Contracting Officer a minimum of 3 days prior to proof rolling. Proof rolling shall be performed in the presence of the Contracting Officer. Rutting or pumping of material shall be undercut to a depth of 48 inches and replaced with fill and backfill material. Bids shall be based on replacing approximately 2500 square yards, with an average depth of 48 inches at various locations.

3.5 FILLING AND BACKFILLING

Fill and backfill to contours, elevations, and dimensions indicated. Compact each lift before placing overlaying lift.

3.5.1 Common Fill Placement

Provide for general site. Use satisfactory materials. Place in 6 inch lifts. Compact areas not accessible to rollers or compactors with mechanical hand tampers. Aerate material excessively moistened by rain to a satisfactory moisture content. Finish to a smooth surface by blading, rolling with a smooth roller, or both.

3.5.2 Backfill and Fill Material Placement

Provide for paved areas and under concrete slabs. Place in 6 inch lifts. Do not place over wet or frozen areas. Place backfill material adjacent to structures as the structural elements are completed and accepted. Backfill against concrete only when approved. Place and compact material to avoid loading upon or against the structure.

3.5.3 Backfill and Fill Material Placement Over Pipes and at Walls

Backfilling shall not begin until construction below finish grade has been approved, underground utilities systems have been inspected, tested and approved, forms removed, and the excavation cleaned of trash and debris. Backfill shall be brought to indicated finish grade. Where pipe is coated or wrapped for protection against corrosion, the backfill material up to an elevation 2 feet above sewer lines and 1 foot above other utility lines shall be free from stones larger than 1 inch in any dimension. Heavy equipment for spreading and compacting backfill shall not be operated closer to foundation or retaining walls than a distance equal to the

height of backfill above the top of footing; the area remaining shall be compacted in layers not more than 4 inches in compacted thickness with power-driven hand tampers suitable for the material being compacted. Backfill shall be placed carefully around pipes or tanks to avoid damage to coatings, wrappings, or tanks. Backfill shall not be placed against foundation walls prior to 7 days after completion of the walls. As far as practicable, backfill shall be brought up evenly on each side of the wall and sloped to drain away from the wall.

3.5.4 Trench Backfilling

Backfill as rapidly as construction, testing, and acceptance of work permits. Place and compact backfill under structures and paved areas in 6 inch lifts to top of trench and in 6 inch lifts to one foot over pipe outside structures and paved areas.

3.6 BURIED WARNING AND IDENTIFICATION TAPE

Provide buried utility lines with utility identification tape. Bury tape 12 inches below finished grade; under pavements and slabs, bury tape 6 inches below top of subgrade.

3.7 BURIED DETECTION WIRE

Bury detection wire directly above non-metallic piping at a distance not to exceed 12 inches above the top of pipe. The wire shall extend continuously and unbroken, from manhole to manhole. The ends of the wire shall terminate inside the manholes at each end of the pipe, with a minimum of 3 feet of wire, coiled, remaining accessible in each manhole. The wire shall remain insulated over it's entire length. The wire shall enter manholes between the top of the corbel and the frame, and extend up through the chimney seal between the frame and the chimney seal. For force mains, the wire shall terminate in the valve pit at the pump station end of the pipe.

3.8 COMPACTION

Determine in-place density of existing subgrade; if required density exists, no compaction of existing subgrade will be required. Density requirements specified herein are for cohesionless materials. When cohesive materials are encountered or used, density requirements may be reduced by 5 percent.

3.8.1 General Site

Compact underneath areas designated for vegetation and areas outside the 1 5 foot line of the paved area to 85 percent of ASTM D1557. Compact expansive materials to not less than 80 percent nor more than 90 percent.

3.8.2 Concrete Slabs

Compact top 12 inches of subgrades to 95 percent of ASTM D1557. Compact fill and backfill materialto 95 percent of ASTM D1557.

3.8.3 Paved Areas

Compact top 12 inches of subgrades to 95 percent of ASTM D1557. Compact fill and backfill materials to 95 percent of ASTM D1557.

3.8.4 Airfield Pavements

Compact top 24 inches below finished pavement or top 12 inches of subgrades, whichever is greater, to 100 percent of ASTM D1557; compact fill and backfill material to 100 percent of ASTM D1557.

3.9 FINISH OPERATIONS

3.9.1 Grading

Finish grades as indicated within one-tenth of one foot. Grade areas to drain water away from structures. Maintain areas free of trash and debris. For existing grades that will remain but which were disturbed by Contractor's operations, grade as directed.

3.9.2 Topsoil and Seed

Provide as specified in Section 32 92 19 SEEDING.

3.9.3 Protection of Surfaces

Protect newly backfilled, graded, and topsoiled areas from traffic, erosion, and settlements that may occur. Repair or reestablish damaged grades, elevations, or slopes.

3.10 DISPOSITION OF SURPLUS MATERIAL

Remove from Government property surplus or other soil material not required or suitable for filling or backfilling, and brush, refuse, stumps, roots, and timber.

3.11 FIELD QUALITY CONTROL

3.11.1 Sampling

Take the number and size of samples required to perform the following tests.

3.11.2 Testing

Perform one of each of the following tests for each material used. Provide additional tests for each source change.

3.11.2.1 Fill and Backfill Material Testing

Test fill and backfill material in accordance with ASTM C136/C136M for conformance to ASTM D2487 gradation limits; ASTM D1140 for material finer than the No. 200 sieve; ASTM D4318 for liquid limit and for plastic limit; ASTM D698 or ASTM D1557 for moisture density relations, as applicable.

3.11.2.2 Density Tests

Test density in accordance with ASTM D1556/D1556M, or ASTM D6938. When ASTM D6938 density tests are used, verify density test results by performing an ASTM D1556/D1556M density test at a location already ASTM D6938 tested as specified herein. Perform an ASTM D1556/D1556M density test at the start of the job, and for every 10 ASTM D6938 density tests thereafter. Test each lift at randomly selected locations every 2000 square feet of existing grade in fills for concrete slabs, and every 2500

square feet for other fill areas and every 2000 square feet of subgrade in cut. Include density test results in daily report.

Bedding and backfill in trenches: One test per 50 linear feet in each lift.

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SECTION 32 01 11.51

RUBBER AND PAINT REMOVAL FROM AIRFIELD PAVEMENTS
04/06

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

U.S. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA)

29 CFR 1910 Occupational Safety and Health Standards

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-04 Samples

Paint removal samples

SD-07 Certificates

Schedule of work; G

High-pressure paint removal equipment

1.3 RADIO COMMUNICATION

No personnel or equipment will be allowed on the runway until radio contact has been made with the Control Tower and permission is granted by the Control Tower. A radio for this purpose will be made available by the Contracting Officer. The Contractor shall be in contact with the Control Tower at all times during the removal work.

1.4 EMERGENCY LANDINGS AND TAKEOFF

Emergencies shall take precedence over all Contractor operations. Upon notification from the Control Tower of emergency landing or imminent takeoff, all operations shall be stopped immediately and all personnel and equipment evacuated to an area not utilized for aircraft traffic which is at least 200 feet measured perpendicular to and away from the near edge of the runway. Equipment shall be able to clear the work area within 3 minutes.

1.5 ENVIRONMENTAL CONDITIONS

Do not perform work when the temperature is below 40 degrees F, during lightning storms, or when the pavement is covered with snow or ice.

1.6 SAFETY

Comply with OSHA 29 CFR 1910.

1.7 SCHEDULE

1.7.1 Schedule of Work

Submit a schedule of work to the Contracting Officer for transmittal to the Operations Officer. Describe the work to be accomplished; noting the location of work, distances from the ends of runways, taxiways, buildings, and other structures; and indicating dates and hours during which the work will be accomplished. Schedule the work to conform to aircraft operating schedules. The Government will try to schedule aircraft operations so as to permit the maximum amount of time for the Contractor's work. However, in the event of any emergency, intense operational demands, adverse wind conditions, and other unforeseen difficulties, discontinue all work at locations in the aircraft operational area. Keep the approved schedule of work current and notify the Contracting Officer of any changes prior to beginning each day's work.

1.8 EQUIPMENT

1.8.1 Equipment Data

Submit descriptive data of high-pressure paint removal equipment including area of coverage per pass, range of water pressures, and water tank capacity.

1.9 QUALITY ASSURANCE

1.9.1 Required Samples

Prior to the start of work, remove paint on designated test areas not less than 50 feet in length. Use procedures, water pressures, nozzle height, nozzle spacings, nozzle angle, and equipment movement rate to achieve the required degree of paint removal in accordance with the paragraph entitled "Execution." Submit the test results before any further removal work will be allowed.

PART 2 PRODUCTS

2.1 MATERIALS

Water to be used for high-pressure water equipment will be made available from Government hydrants at the prevailing rates. Furnish all equipment and labor for delivery of water from the hydrant to the job site. Notify the Contracting Officer on location of fire hydrants to be used and the respective times of use. Connections to a fire hydrant will be subject to the Contracting Officer's inspection and approval.

2.2 EQUIPMENT

Vehicular-mounted hydraulic system capable of delivering high-pressure water impact upon the pavement surface less or greater than 8,000 pounds per square inch. If high-pressure water is delivered from a spray bar, the nozzles shall be spaced to provide total coverage of the area being treated. The nozzle line shall have adjustable pressure regulators or relief valves and gauges measuring actual line pressure. Equipment shall

be supported on pneumatic tires. Provide equipment, tools, and machinery which are safe and in satisfactory condition at all times.

PART 3 EXECUTION

3.1 DEGREE OF REMOVAL

Remove 90-percent of loose, flaking paint on concrete pavement and 85-percent on asphalt pavement. Hard, firm paint that has the surface chalk removed may remain.

3.2 RATE OF REMOVAL

Remove paint at a minimum rate of 1,000 square feet per hour. Do not permit high-pressure water application to remove the existing pavement surface.

3.3 WATER PRESSURE

Provide water pressure impact upon the indicated pavement areas sufficient to remove the designated paint to the required degree of removal without damaging the existing pavement joint sealant, and other airfield appurtenances. Contractor shall be responsible for repairing any damage caused by the removal work.

3.4 REMOVAL OF RESIDUE

Remove all residue from the pavement. Obtain the approval of residue removal and disposal method from the Contracting Officer prior to beginning work.

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EMULSIFIED ASPHALT SEAL COATS WITHOUT AGGREGATE
02/12

PART 1 GENERAL

1.1 MEASUREMENT AND PAYMENT PROCEDURES

Measure the quantities of emulsified asphalt used in the accepted work and to be paid for, provided that the measured quantities are not more than 10 percent over the test section determined application rate. Any amount of emulsified asphalt more than 10 percent over the test section determined 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.

1.1.1 Emulsified Asphalt Measurement Methods

The amount of emulsified asphalt to be paid for will be measured in gallons at 60 degrees F. Correct volumes measured at temperatures other than 60 degrees F in accordance with ASTM D1250 using a coefficient of expansion of 0.00025 per degree F for asphalt emulsion.

1.1.2 Payment

Base bids on the average specified application rates for emulsified asphalt used in production. The test section shall be used to determine actual production application rates.

1.2 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM D1250	(2008) Standard Guide for Use of the Petroleum Measurement Tables
ASTM D140/D140M	(2015) Standard Practice for Sampling Bituminous Materials
ASTM D2027/D2027M	(2013) Cutback Asphalt (Medium-Curing Type)
ASTM D2397/D2397M	(2013) Standard Specification for Cationic Emulsified Asphalt
ASTM D2495	(2007; R 2012) Standard Test Method for Moisture in Cotton by Oven-Drying
ASTM D2995	(1999; R 2009) Determining Application Rate of Bituminous Distributors
ASTM D4402/D4402M	(2015) Viscosity Determination of Asphalt

	at Elevated Temperatures Using a Rotational Viscometer
ASTM D5	(2006; E 2006) Penetration of Bituminous Materials

U.S. FEDERAL AVIATION ADMINISTRATION (FAA)

FAA AC 150/5320-12	(1997, Rev C; Change 1-3, 5 and 6) Measurement, Construction and Maintenance of Skid-Resistant Airport Pavement Surfaces

U.S. FEDERAL HIGHWAY ADMINISTRATION (FHWA)

MUTCD	(2009) Manual on Uniform Traffic Control Devices

1.3 SYSTEM DESCRIPTION

1.3.1 Equipment, Plant and Tools

Equipment, plant and tools used in the work are subject to Government approval and shall be maintained in a satisfactory working condition at all times. Provide equipment which is adequate and has the capability of producing the results specified. Provide calibrated equipment, such as asphalt distributors, scales, spreaders and similar equipment, that has been recalibrated by an approved calibration laboratory within 3 months prior to commencing work and every 6 months thereafter, by such laboratory from the date of recalibration, during the term of the contract. Submit an equipment list with calibration reports.

1.3.2 Asphalt Distributors

Provide distributors that have pneumatic tires of sufficient size and number to prevent rutting, shoving, or otherwise damaging any part of the pavement structure. Design and equip the distributor to distribute the bituminous material in a uniform double or triple lap at the specified temperature, at readily determined and controlled rates from 0.05 to 0.2 gallons/square yard, with a pressure range of 25 to 75 psi with an allowable variation from the specified rate of not more than plus or minus 5 percent, and at variable widths. These rates shall be computer, rather than mechanical controlled. Include in 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-held 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. Provide distributor with an adjustable, both horizontally and vertically, spray nozzle bar. Make normal width of bar application at least 12 feet, with provisions for lesser or larger width when necessary. Equip distributor with a meter having a dial registering feet of travel/min. Make both dials visible to the distributor driver. Provide an easily accessible thermometer that constantly monitors the temperature of the seal coat.

1.3.3 Power Brooms and Power Blowers

Provide power brooms and power blowers suitable for cleaning surfaces to

which the seal coat is to be applied.

1.3.4 Vacuum Sweepers

Provide self-propelled, vacuum pickup sweepers capable of removing loose sand, water, and debris from pavement surface.

1.4 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data

Contractor Qualifications; G

Provide copies of Qualifications.

Equipment List; G

List of equipment used in the project along with calibration reports.

Inspection Reports; G

Provide reports and all Quality Assurance records daily when application is made.

SD-04 Samples

Emulsified Asphalt

Provide in accordance with Field Quality Control.

SD-06 Test Reports

Tests; G

Recommendation by contractor/manufacturer from results of test section application.

Provide to the Contracting Officer copies of the test results, within 24 hours of the completion of the test.

Bituminous Materials; G

Certified copies of the bituminous materials test reports indicating compliance with specified requirements, not less than 30 days before the material is required in the work. A copy of the calibration test results, before the asphalt distributor and aggregate spreader are used on the job.

1.5 QUALITY ASSURANCE

Provide copies of Contractor Qualifications for applicators, personal and equipment, Certified by Manufacturer to apply product and to have made three (3) applications similar to this project in past two (2) years.

Include letters from contracting authorities attesting to performance of work, schedule adherence, quality of workmanship, materials and name and work phone of points of contact.

Obtain samples at time of delivery to the field as necessary to satisfy the requirements herein. Perform sampling and testing using an approved commercial testing laboratory or facilities furnished by the Contractor. No work requiring testing will be permitted until the facilities have been approved. If deemed necessary by the Contracting Officer, laboratory inspection shall be accomplished at the contractor's expense by the Contracting Officer. Perform tests in sufficient numbers, and at the location and times directed, to ensure that the materials meet specified requirements.

1.5.1 Samples

Take samples of emulsified asphalt in accordance with ASTM D140/D140M.

1.5.2 Emulsified Asphalt Source

Select sources from which bituminous materials are to be obtained and notify the Contracting Officer within 15 days after the award of the contract.

1.5.3 Equipment Calibration

Equipment calibration may be achieved by either one of the two following procedures:

a. First Procedure: Contractor to furnish a State Calibration Certification for the emulsified asphalt distributor, from any state providing that service, or other acceptable agency certification at the approval of the Contracting Officer, and the calibration date shall have been within 6 months of the contract award, or up to 12 months if supporting documents substantiate continuous work using the same distributor.

b. Second Procedure: Furnish all equipment, materials and labor necessary to calibrate the emulsified asphalt distributor. Perform all calibrations with the approved job materials and prior to applying the specified coatings to the prepared surface. Perform calibration of the emulsified asphalt distributor in accordance with ASTM D2995. Perform work to calibrate the tank and measuring devices of the distributor. Perform inspection and calibration at the beginning of the work and at least once a day during construction.

1.5.4 Material Performance

Provide proof of Material Performance to address the following requirements.

Friction tests previously performed in accordance with FAA Advisory Circular, FAA AC 150/5320-12, at 40 and 60 mph-wet, must be submitted showing, as a minimum; friction value of pavement surface prior to sealant application; two values, test between 24 and 96 hours after application, with a minimum of 24 hours between tests; and one value test at no less than 90 days or greater than 360 days after the application. The results of the two tests between 24 and 96 hours must indicate friction is increasing at a rate to obtain similar

friction value of the pavement surface prior to application, and the long term test must indicate no apparent adverse effect with time relative to friction values and existing pavement surface.

The contractor shall submit a list of airports which meet the above requirements, as well as technical details on application rates, aggregate rates, and point of contact at these airports to confirm use and success of sealer with aggregate. Friction tests shall be submitted from no less than one of the airports on the list and each set of tests described above, must be from one project.

Seal coat material submittal without required friction performance will not be approved.
Friction tests performed on this project, if any, cannot be used as a substitute of this requirement.

1.6 DELIVERY, STORAGE, AND HANDLING

Deliver emulsified asphalt to the site in a homogenous and undamaged condition. Inspect the materials for contamination and damage. Unload and store the materials with a minimum of handling. Replace defective or damaged materials.

1.7 ENVIRONMENTAL REQUIREMENTS

Apply the coating when the existing surface is dry, and when the weather is not foggy, rainy, or when the wind velocity will prevent the uniform application of the material. For emulsified asphalt seal coat with aggregate apply only when both the atmospheric temperature and the pavement surface temperature is above 60 degrees F, unless otherwise directed. For emulsified asphalt seal coat without aggregate, apply only when atmospheric temperature is above 50 degrees F and rising or when pavement temperature is above 60 degrees F, unless otherwise directed.

PART 2 PRODUCTS

2.1 EMULSIFIED ASPHALT FOR CONVENTIONAL SEAL COAT

Emulsified Asphalt shall conform to ASTM D2397/D2397M Grade CRS-1, CRS-2, CSS-1, CSS-1H, or CQS-1H.

2.2 (GSB-88) CATIONIC EMULSION OF GILSONITE ORE

The product shall be a chemically engineered asphalt pavement sealer of a cationic emulsion of Gilsonite ore similar to GSB-88 Emulsified Sealer Binder as manufactured by Asphalt Systems, Inc. Salt Lake City, Utah, www.asphalt systems.biz. Specific application specifications shall be as determined by the results of the test section by the manufacturer and approved by the Contracting Officer. Tests on Residue from Distillation, or Evaporation shall be performed at time of manufacturer to verify conformance to following properties:

Viscosity at 275 degrees F ASTM D4402/D4402M, 1750 cts maximum; Penetration ASTM D5, 50 dmm maximum; Asphaltenes ASTM D2027/D2027M, 15 percent minimum; Saturates ASTM D2027/D2027M, 15 percent maximum; Polar Compounds ASTM D2027/D2027M, 25 percent minimum; Aromatics ASTM D2027/D2027M, 15 percent minimum.

a. pH may be used in lieu of the particle charge test which is sometimes

inconclusive in slow setting bituminous emulsions.

b. Pumping stability is tested by pumping 1 pint, of sealer material diluted 1 part concentrate to 1 part water, at 77 degrees F, through a 1/4-inch gear pump operating 1750 rpm for 10 minutes with no significant separation or coagulation.

The Contractor shall submit to the Contracting Officer, manufacturer's certification to the above test results that the material is the type, grade, and quality specified for each load of bituminous material delivered. The certification shall show the shipment number, refinery, consignee, destination, contract number, and date of shipment.

2.3 WATER

Provide fresh, clean, and potable water.

PART 3 EXECUTION

3.1 PREPARATION OF SURFACE

Provide Inspection Reports of; climatic temperature during application of seal coat, emulsion temperature and rate of application, adequacy of surface cleaning and preparation, protection of site facilities and aggregate rate of application as applicable, each day of application.

3.1.1 Cleaning Operations

Provide a clean surface for the seal coat. Flushing with water will be permitted. Water will be made available for the contractor's use from a hydrant location within 2 mile(s) of the project site at prevailing Government rates. The contractor shall provide tools, hoses and hauling equipment for providing and dispensing of the water.

Immediately before applying the sealcoat, loose material, dirt, clay or other objectionable material shall be removed from the surface to be treated by power brooms and sweepers followed by vacuum sweepers. After the cleaning operation and prior to application of the sealcoat, the Contracting Officer will inspect the area to be treated to determine fitness of the area to receive the the sealcoat.

3.1.2 Protection of Site Facilities

During application, account for wind drift and provide measures to protect adjacent buildings, structures, vehicles, manhole covers, signs, inlet grates, lights, Portland cement concrete and other surface features to prevent them from being spattered or marred.

3.2 EMULSIFIED ASPHALT SEAL COAT APPLICATION

3.2.1 Rate

Base bids on applying material within the ranges shown in Table II. The actual application rates vary within the range specified to suit field conditions and will be recommended by the sealcoat manufacturer's representative and approved by the Contracting Officer prior to use in production by the construction of a test section.

TABLE II. APPLICATION OF MATERIAL	
(Quantities Per Square Yard)	
Seal Type Coat	Emulsified Asphalt, gallons
Conventional Seal Coat	
without aggregate	
diluted*	0.10-0.15
GSB-88	0.12-0.18

*For application without aggregate, dilute conventional seal coat emulsion at 1:1 with potable water. Although the residual asphalt content will be different between diluted and undiluted, the application rate is the same. GSB-88 is not to be diluted unless manufacturer's representative directs the dilution.

3.2.2 Temperature

Asphalt application temperature shall provide an application viscosity between 10 and 60 seconds, Saybolt Furol, or between 20 and 120 centistokes, kinematic. Furnish the temperature viscosity relation to the Contracting Officer.

3.2.3 Application of Emulsified Asphalt

Following the preparation and inspection of the pavement surface, apply the emulsified asphalt material at the rates determined by the test section. Uniformly apply the bituminous material in a single pass of the distributor and with either a double or triple lap spray over the surface to be sealed. Spread building paper on the surface for a sufficient distance back from the ends of each application so that flow through the spray bar may be started and stopped on the paper and so that all sprays will be operating at the proper pressure on the surface to be sealed. Immediately after the application, remove the building paper. Properly treat with bituminous material spots missed by the distributor. No smoking, fires, or flames, other than the heaters that are a part of the equipment and hand propane torches used to keep nozzles operational, will be permitted within 25 feet of heating, distributing, and transferring operations of bituminous material other than bituminous emulsions.

3.2.4 Excess Sealcoat Material

Approved mineral aggregate shall be provided by the Contractor and shall be spread in sufficient quantity to effectively blot up any excess sealcoat material remaining on the treated pavement surface after 24 hours.

3.2.5 Ponding and Puddling of Sealcoat Material

If low spots and depressions greater than 1/2 inch in depth in the pavement surface cause ponding or puddling of the applied materials, the pavement surface shall be broomed with a broom drag. Brooming shall continue until the pavement surface is free of any pools of excess material.

3.2.6 Excess Runoff of Sealcoat

Pavement surfaces which have excessive runoff of sealcoat due to excessive amount of material being applied or excessive surface grade shall be treated in two or more applications at no additional cost to the Government. Each additional application shall be performed after the prior application of material has penetrated into the pavement.

3.2.7 Insufficient Sealcoat Material

When it is determined by the Contracting Officer that the actual application rate of the sealcoat is more than 20 percent below the approved application rate, subsequent applications of sealcoat shall be made to bring the actual application rate up to the approved rate; additional sealcoat material shall penetrate into the pavement surface within 24 hours after application.

3.3 TEST SECTION APPLICATION - SEAL COAT

Prior to production seal coating applying the seal coat, place a test section at a location determined by the Contracting Officer at least 300 feet long by 20 feet wide a minimum of two adjacent passes of equipment using the approved job materials in accordance with the specification requirements. Perform tests to determine the application rates of the emulsified asphalt, in accordance with ASTM D2995, Test Method A Vary the application rates along the longitudinally along the test section in order to effectively evaluate the pavement absorption rates. If the tests indicate that the seal coat test section does not conform to the specification requirements, make necessary adjustments to the application equipment and to the spreading procedures, and construct additional test sections for conformance to the specifications. Where test sections do not conform to specification requirements, repair or remove seal coat at no expense to the Government; no separate payment will be made for seal coat materials and labor, either in placement or removal of any test section. Perform quality control sampling and testing during construction as specified in paragraph FIELD QUALITY CONTROL. Test sections shall be performed in the presence of the Contracting Officer and the Seal Coat Manufacturer's Representative (SCMR). Notify the Contracting Officer seven days prior to the planned test section date. The SCMR shall recommend to the Contracting Officer application rates of materials used in production seal coating. The Contracting Officer shall approve the application rates prior to production seal coating.

3.4 FIELD QUALITY CONTROL - SEAL COAT

3.4.1 Tests

Perform field tests in sufficient numbers to assure that the specifications are being met. Testing is the responsibility of the Contractor and shall be performed by an approved commercial laboratory. The following number of tests, if performed at the appropriate time, will

be the minimum acceptable for each type of operation.

3.4.2 Emulsified Asphalt Sample

Obtain a sample of the emulsified asphalt used under the supervision of the Contracting Officer. The sample will be retained by the Government.

3.4.3 Water Compatibility Test

In some localities an incompatibility may exist between the asphaltic emulsion and the water to be used for dilution due to their characteristics. Clear, potable water should be used. No less than thirty days prior to commencing work, one half pint of the proposed asphalt emulsion and one half pint of the proposed water shall be combined, agitated, and allowed to sit for a period of 24 hours to test their compatibility. If they prove to be incompatible, indicated by separation of the emulsion, clotting, particles settling or other adverse properties from mixing with water, an approved chemical treatment shall be provided for all water used for dilution or a different and compatible source of water shall be selected. Report results to the Contracting Officer.

3.4.4 Application Inspection

Inspect application of seal coat for uniformity. During application, take 3 samples for each 5000 square yards of surface area to receive emulsified asphalt. Sample at random locations recommended by the Contractor and approved by Contracting Officer in accordance with ASTM D2495. Weigh samples to determine conformance with application rate. Furnish a written report within 24 hours of testing citing climatic temperature during application, emulsion temperature during application, and rate of emulsion application determined from testing compared to the approved production rates.

3.5 TRAFFIC CONTROL

Protect freshly placed coatings from damage by traffic. Provide sufficient warning signs and barricades to prevent traffic over freshly treated surfaces. Protect treated areas from traffic for at least 24 hours after final application of seal coat material. Immediately prior to opening for subsequent construction operations (markings) or traffic, broom and vacuum to remove loose material and roll the entire treated area with a self-propelled pneumatic-tired roller. Provide warning signs and barricades for proper traffic control in accordance with MUTCD.

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SECTION 32 01 16.17

COLD MILLING OF BITUMINOUS PAVEMENTS
08/08

PART 1 GENERAL

1.1 QUALITY ASSURANCE

1.1.1 Grade

Conform the finished milled surfaces to the lines, grades, and cross sections indicated. The finished milled-pavement surfaces shall vary not more than 1/4 inch from the established plan grade line and elevation. Finished surfaces at a juncture with other pavements shall coincide with the finished surfaces of the abutting pavements. The deviations from the plan grade line and elevation will not be permitted in areas of pavements where closer conformance with planned grade and elevation is required for the proper functioning of appurtenant structures involved.

1.1.2 Surface Smoothness

Finished surfaces shall not deviate from the testing edge of a straightedge more than 1/4 inch in the transverse or longitudinal direction.

1.1.3 Traffic Control

Provide all necessary traffic controls during milling operations.

1.2 ENVIRONMENTAL REQUIREMENTS

Milling shall not be performed when there is accumulation of snow or ice on the pavement surface.

PART 2 PRODUCTS

Not Used

PART 3 EXECUTION

3.1 EXECUTING EQUIPMENT

3.1.1 Cold-Milling Machine

Provide a cold-milling machine which is self-propelled, capable of milling the pavement to a specified depth and smoothness and of establishing grade control; with means of controlling transverse slope and dust produced during the pavement milling operation. The machine shall have the ability to remove the millings or cuttings from the pavement and load them into a truck. The milling machine shall not cause damage to any part of the pavement structure that is not to be removed.

3.1.2 Cleaning Equipment

Provide cleaning equipment suitable for removing and cleaning loose

material from the pavement surface.

3.1.3 Straightedge

Furnish and maintain at the site, in good condition, one 12 foot straightedge or other suitable device for each milling machine, for testing the finished surface. Make straightedge available for Government use. Straightedges shall be constructed of aluminum or other lightweight metal, with blades of box or box-girder cross section with flat bottom reinforced to insure rigidity and accuracy. Straightedges shall have handles to facilitate movement on the pavement.

3.2 MILLING OPERATION

A minimum of seven days notice is required, prior to start work, for the Contracting Officer to coordinate the milling operation with other activities at the site. Make sufficient passes so that the designated area is milled to the grades and cross sections indicated. The milling shall proceed with care and in depth increments that will not damage the pavement below the designated finished grade. Repair or replace, as directed, items damaged during milling such as manholes, valve boxes, utility lines, pavement that is torn, cracked, gouged, broken, or undercut. The milled material shall be removed from the pavement and loaded into trucks.

3.3 GRADE AND SURFACE-SMOOTHNESS TESTING

3.3.1 Grade-Conformance Tests

Test the finished milled surface of the pavement for conformance with the plan-grade requirements by running lines of levels at intervals of 25 feet longitudinally and 25 feet transversely to determine the elevation of the completed pavement. Correct variations from the designated grade line and elevation in excess of the plan-grade requirements as directed. Skin patching for correcting low areas will not be permitted. Remove and replace the deficient low area. Remove sufficient material to allow at least 1 inch of asphalt concrete to be placed.

3.3.2 Surface-Smoothness Tests

After completion of the final milling, test the finished milled surface with a straightedge. Other approved devices may be used, provided that when satisfactorily and properly operated, such devices reveal all surface irregularities exceeding the tolerances specified. Correct surface irregularities that depart from the testing edge by more than 1/4 inch. Skin patching for correcting low areas will not be permitted. Remove and replace the deficient low area. Remove sufficient material to allow at least 1 inch of asphalt concrete to be placed.

3.4 REMOVAL OF MILLED MATERIAL

Material that is removed shall become the property of the Contractor and removed from the site.

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SECTION 32 01 17.16

SEALING OF CRACKS IN BITUMINOUS PAVEMENTS
08/08

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C509	(2006; R 2015) Elastomeric Cellular Preformed Gasket and Sealing Material
ASTM D6690	(2012) Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements
ASTM D789	(2015) Determination of Relative Viscosity and Moisture Content of Polyamide (PA)

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data

Installation of Sealant; G

SD-04 Samples

Materials

SD-06 Test Reports

Test Requirements

1.3 QUALITY ASSURANCE

Test the crack sealant and backup material, when required, for conformance with the referenced applicable material specification. Furnish samples of materials, in sufficient quantity to be tested upon request. Conformance with the test requirements of the laboratory tests specified will not constitute final acceptance of the materials. Submit reports of all tests. Final acceptance will be based on the performance of the in-place materials.

1.4 DELIVERY, STORAGE, AND HANDLING

Inspect materials delivered to the job site for defects; unload, and store them with a minimum of handling to avoid damage. Provide storage facilities at the job site to protect materials from weather and to maintain them at the temperatures recommended by the manufacturer.

1.5 ENVIRONMENTAL REQUIREMENTS

The ambient air temperature and the pavement temperature within the joint wall shall be a minimum of 50 degrees F and rising at the time of application of the materials. Do not apply sealant if moisture is observed in the crack.

PART 2 PRODUCTS

2.1 SEALANTS

Provide sealants conforming to ASTM D6690, Type I. Usage of sealing materials for sealing cracks in the various paved areas indicated on the drawings shall be as follows:

Area	Sealing Material
Runways and taxiways including shoulders	ASTM D6690, Type I

2.2 BACKUP MATERIALS

Provide backup material that is a compressible, nonshrinking, nonstaining, nonabsorptive material and nonreactive with the crack sealant. The melting point of the backing material shall be at least 5 degrees F greater than the maximum 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 percent by weight when tested in accordance with ASTM C509. The backup material shall be 25 percent (plus or minus 5 percent) larger in diameter than the nominal width of the crack.

PART 3 EXECUTION

3.1 EXECUTING 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 shall be maintained in satisfactory condition at all times.

3.1.1 Routing Equipment

Provide routing equipment which is a self-powered machine operating a power driven tool or bit specifically designed for routing bituminous pavements. The bit shall rotate about a vertical axis at sufficient speed to cut a smooth vertical-walled reservoir in the pavement surface and shall maintain accurate cutting without damaging the sides or top edges of the reservoir. Provide a router capable of following the trace of the crack without deviation. The use of rotary impact routing devices may be permitted if vertical-sided carbide tipped bits are used.

3.1.2 Concrete Saw

Provide a self-propelled power saw with small diameter (6 inches or less) water-cooled diamond or abrasive saw blades for cutting cracks to the depths and widths specified and for removing filler that is embedded in the cracks or adhered to the crack faces. The diameter of the saw blade shall be small enough to allow the saw to closely follow the trace of the crack.

3.1.3 Waterblasting Equipment

Include with the waterblasting equipment a trailer-mounted water tank, pumps, high-pressure hose, wand with safety release cutoff control, nozzle, and auxiliary water resupply equipment. The water tank and auxiliary resupply equipment shall be of sufficient capacity to permit continuous operations. The hose, wand, and nozzle shall be capable of cleaning the crack faces and the pavement surface on both sides of the crack for a width of at least 1/2 inch. A pressure gauge mounted at the pump shall show at all times the pressure in psi at which the equipment is operating.

3.1.4 Hand Tools

Hand tools may be used, when approved, for removing defective sealant from cracks and repairing or cleaning the crack faces.

3.1.5 Crack Sealing Equipment

Provide unit applicators, used for heating and installing the hot-poured crack sealant materials, that are mobile and equipped with a double-boiler, agitator-type kettle with an oil medium in the outer space for heat transfer; a direct-connected pressure-type extruding device with a nozzle shaped for inserting in the crack to be filled; positive temperature devices for controlling the temperature of the transfer oil and sealant; and a recording type thermometer for indicating the temperature of the sealant. Allow the sealant to circulate through the delivery hose and return to the inner kettle when not in use, due to the applicator unit design.

3.2 PREPARATION OF CRACKS

Immediately before the installation of the crack sealant, thoroughly clean the cracks to remove oxidized pavement, loose aggregate and foreign debris. The preparation shall be as follows:

3.2.1 Cracks

3.2.1.1 Hairline Cracks

Cracks that are less than 1/4 inch wide do not need to be sealed.

3.2.1.2 Small Cracks

Cracks that are 1/4 to 3/4 inch wide shall be routed to a nominal width 1/8 inch greater than the existing nominal width and to a depth not less than 3/4 inch, waterblasted and cleaned using compressed air.

3.2.1.3 Medium Cracks

Cracks that are 3/4 to 2 inches wide shall be waterblasted and cleaned using compressed air.

3.2.1.4 Large Cracks

Cracks that are greater than 2 inches wide shall be repaired using pothole repair techniques instead of sealing.

3.2.2 Existing Sealant Removal

Existing sealant that is defective shall be removed and replaced. Sealant will be considered deficient when it is no longer adhered to the pavement, brittle, overfilled or pooled, or otherwise no longer capable of sealing the crack in which it resides. To replace the defective sealant cut loose the in-place sealant from both crack faces and to a minimum depth of 1 inch using a concrete saw or hand tools as specified in paragraph EQUIPMENT. Depth shall be sufficient to accommodate any backup material that is required to maintain the depth of new sealant to be installed. Prior to further cleaning operations, remove all old loose sealant remaining in the crack opening by blowing with compressed air.

3.2.3 Routing

Perform routing of the cracks using a rotary router with a bit that is at least 1/8 inch wider than the nominal width of the crack to remove all residual old sealant (resealing), oxidized pavement and any loose aggregate in the crack wall.

3.2.4 Sawing

Perform sawing of the cracks using a power-driving concrete saw as specified in paragraph EQUIPMENT. Stiffen the blade as necessary with suitable dummy (or used) blades or washers. Immediately following the sawing operation, clean the crack opening using a water jet to remove all saw cuttings and debris.

3.2.5 Waterblasting

Waterblast clean the crack faces and the pavement surfaces extending a minimum of 1/2 inch from the crack edges. Use a multiple-pass technique until the surfaces are free of dust, dirt, old sealant residue, or foreign debris that might prevent the sealant material from bonding to the asphalt pavement. After final cleaning and immediately prior to sealing, blow out the cracks with compressed air and leave them completely free of debris and water. Ensure that waterblasting does not damage the pavement.

3.2.6 Backup Material

Use backup material on all cracks that have a depth greater than 3/4 inch. Insert the backup material into the lower portion of the crack as shown on the drawings. Ensure that the backup material is placed at the specified depth and is not stretched or twisted during installation.

3.2.7 Rate of Progress of Crack Preparation

Limit the stages of crack preparation, which include routing, water blasting of the crack faces, air pressure cleaning and placing of the

backup material, to only that linear footage that can be sealed during the same day.

3.3 PREPARATION OF SEALANT

Do not heat hot-poured sealants in excess of the safe heating temperature recommended by the manufacturer, as shown on the sealant containers. Withdraw and waste sealant that has been overheated or subjected to application temperatures for over 4 hours or that has remained in the applicator at the end of the day's operation.

3.4 INSTALLATION OF SEALANT

Submit manufacturer's instructions 20 days prior to the use of the material on the project. Installation of the material will not be allowed until the instructions are received.

3.4.1 Time of Application

Seal cracks immediately following final cleaning of the crack walls and following the placement of the backup material (when required). Cracks that cannot be sealed under the conditions specified, or when rain interrupts sealing operations, shall be recleaned and allowed to dry prior to installing the sealant.

3.4.2 Sealing the Crack

Immediately preceding, but not more than 50 feet ahead of the crack sealing operations, perform a final cleaning with compressed air. Fill the cracks from the bottom up to 1/4 inch below the pavement surface. Remove excess or spilled sealant from the pavement by approved methods and discard it. Install the sealant in a manner which prevents the formation of voids and entrapped air. Several passes with the applicator wand may be necessary to obtain the specified sealant depth from the pavement surface. Do not use gravity methods or pouring pots to install the sealant material. Traffic shall not be permitted over newly sealed pavement until authorized by the Contracting Officer. Cracks shall be checked frequently to ensure that the newly installed sealant is cured to a tack-free condition within 3 hours.

3.5 CRACK SEALANT INSTALLATION TEST SECTION

Prior to the cleaning and sealing of the cracks for the entire project, construct a test section at least 50 feet long using the specified materials and approved equipment, to demonstrate the proposed sealing of all cracks of the project. Following the completion of the test section and before any other crack is sealed, inspect the test section to determine that the materials and installation meet the requirements specified. If materials or installation do not meet requirements, remove the materials and reclean and reseal the cracks at no cost to the Government. When the test section meets the requirements, it may be incorporated into the permanent work and paid for at the contract unit price per linear foot for sealing items scheduled. Seal all other cracks in the manner approved for sealing the test section.

3.6 CLEANUP

Upon completion of the project, remove unused materials from the site and leave the pavement in a clean condition.

3.7 QUALITY CONTROL PROVISIONS

3.7.1 Crack Cleaning

Provide quality control provisions during the crack cleaning process to correct improper equipment and cleaning techniques that damage the bituminous pavement in any manner. Cleaned cracks shall be approved prior to installation of the crack sealant.

3.7.2 Crack Seal Application Equipment

Inspect the application equipment to ensure conformance to temperature requirements and proper installation. Evidences of bubbling, improper installing, and failing to cure or set will cause to suspend operations until causes of the deficiencies are determined and corrected.

3.7.3 Crack Sealant

Inspect the crack sealant for proper cure and set rating, bonding to the bituminous pavement, cohesive separation within the sealant, reversion to liquid, and 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 crack, wasted, and replaced as specified herein at no additional cost to the Government.

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FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS

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SECTION 32 01 19

FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS
08/08

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C1016	(2014) Standard Test Method for Determination of Water Absorption of Sealant Backing (Joint Filler) Material
ASTM D5893/D5893M	(2010) Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements

U.S. ARMY CORPS OF ENGINEERS (USACE)

COE CRD-C 525	(1989) Corps of Engineers Test Method for Evaluation of Hot-Applied Joint Sealants for Bubbling Due to Heating

U.S. GENERAL SERVICES ADMINISTRATION (GSA)

FS SS-S-200	(Rev E; Am 1; Notice 1) Sealant, Joint, Two-Component, Jet-Blast-Resistant, Cold-Applied, for Portland Cement Concrete Pavement

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data

Manufacturer's Recommendations; G.
Equipment; G.

SD-04 Samples

Materials

SD-06 Test Reports

Certified Copies of the Test Reports

1.3 QUALITY ASSURANCE

1.3.1 Test Requirements

Test the joint sealant and backup material for conformance with the referenced applicable material specification. Final acceptance will be based on the performance of the in-place materials. No material will be allowed to be used until it has been approved.

1.3.2 Trial Joint Sealant Installation

Prior to the cleaning and sealing of the joints for the entire project, prepare a test section at least 200 feet long using the specified materials and approved equipment, so as to demonstrate the proposed joint preparation and sealing of all types of joints in the project. Following the completion of the test section and before any other joint is sealed, inspect the test section to determine that the materials and installation meet the requirements specified. If it is determined that the materials or installation do not meet the requirements, remove the materials, and reclean and reseal the joints at no cost to the Government. When the test section meets the requirements, it may be incorporated into the permanent work and paid for at the contract unit price per linear foot for sealing items scheduled. Prepare and seal all other joints in the manner approved for sealing the test section.

1.4 DELIVERY, STORAGE, AND HANDLING

Inspect materials delivered to the job site for defects, unload, and store them with a minimum of handling to avoid damage. Provide storage facilities at the job site for maintaining materials at the temperatures and conditions recommended by the manufacturer.

1.5 ENVIRONMENTAL REQUIREMENTS

The ambient air temperature and the pavement temperature within the joint wall shall be a minimum of 50 degrees F and rising at the time of application of the materials. Do not apply sealant if moisture is observed in the joint.

PART 2 PRODUCTS

2.1 SEALANTS

Materials for sealing cracks in the various paved areas indicated on the drawings shall be as follows:

Area	Sealing Material
First 500-feet of runway ends (concrete portions)	FS SS-S-200 Type M and COE CRD-C 525
Remaining concrete portions and all ACC to PCC interfaces	ASTM D5893/D5893M

2.2 PRIMERS

When primers are recommended by the manufacturer of the sealant, use them in accordance with the recommendation of the manufacturer.

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 water absorption of not more than 5 percent of the sample weight when tested in accordance with ASTM C1016. Use backup material that is 25 plus or minus 5 percent larger in diameter than the nominal width of the crack.

PART 3 EXECUTION

3.1 EXECUTING EQUIPMENT

Machines, tools, and equipment used in the performance of the work required by this section shall be approved before the work is started maintained in satisfactory condition at all times. Submit a list of proposed equipment to be used in performance of construction work including descriptive data, 20 days prior to use on the project.

3.1.1 Joint Cleaning Equipment

3.1.1.1 Tractor-Mounted Routing Tool

Provide a routing tool, used for removing old sealant from the joints, of such shape and dimensions and so mounted on the tractor that it will not damage the sides of the joints. The tool shall be designed so that it can be adjusted to remove the old material to varying depths as required. The use of V-shaped tools or rotary impact routing devices will not be permitted. Hand-operated spindle routing devices may be used to clean and enlarge random cracks.

3.1.1.2 Concrete Saw

Provide a self-propelled power saw, with water-cooled diamond or abrasive saw blades, for cutting joints to the depths and widths specified or for refacing joints or cleaning sawed joints where sandblasting does not provide a clean joint.

3.1.1.3 Waterblasting Equipment

Include with the waterblasting equipment a trailer-mounted water tank, pumps, high-pressure hose, wand with safety release cutoff control, nozzle, and auxiliary water resupply equipment. Provide water tank and auxiliary resupply equipment of sufficient capacity to permit continuous operations. The nozzle shall have an adjustable guide that will hold the nozzle aligned with the joint approximately 1 inch above the pavement surface. Adjust the height, angle of inclination and the size of the nozzle as necessary to obtain satisfactory results. A pressure gauge mounted at the pump shall show at all times the pressure in psi at which the equipment is operating.

3.1.1.4 Hand Tools

Hand tools may be used, when approved, for removing defective sealant from

a crack and repairing or cleaning the crack faces.

3.1.2 Sealing Equipment

3.1.2.1 Two-Component, Cold-Applied, Machine Mix Sealing Equipment

Provide equipment used for proportioning, mixing, and installing FS SS-S-200 Type M joint sealants designed to deliver two semifluid components through hoses to a portable mixer at a preset ratio of 1 to 1 by volume using pumps with an accuracy of plus or minus 5 percent for the quantity of each component. The reservoir for each component shall be equipped with mechanical agitation devices that will maintain the components in a uniform condition without entrapping air. Incorporate provisions to permit thermostatically controlled indirect heating of the components, when required. However, immediately prior to proportioning and mixing, the temperature of either component shall not exceed 90 degrees F. Provide screens near the top of each reservoir to remove any foreign particles or partially polymerized material that could clog fluid lines or otherwise cause misproportioning or improper mixing of the two components. Provide equipment capable of thoroughly mixing the two components through a range of application rates of 10 to 60 gallons per hour and through a range of application pressures from 50 to 1500 psi as required by material, climatic, or operating conditions. Design the mixer for the easy removal of the supply lines for cleaning and proportioning of the components. The mixing head shall accommodate nozzles of different types and sizes as may be required by various operations. The dimensions of the nozzle shall be such that the nozzle tip will extend into the joint to allow sealing from the bottom of the joint to the top. Maintain the initially approved equipment in good working condition, serviced in accordance with the supplier's instructions, and unaltered in any way without obtaining prior approval.

3.1.2.2 Cold-Applied, Single-Component Sealing Equipment

The equipment for installing ASTM D5893/D5893M single component joint sealants shall consist of an extrusion pump, air compressor, following plate, hoses, and nozzle for transferring the sealant from the storage container into the joint opening. The dimension of the nozzle shall be such that the tip of the nozzle will extend into the joint to allow sealing from the bottom of the joint to the top. Maintain the initially approved equipment in good working condition, serviced in accordance with the supplier's instructions, and unaltered in any way without obtaining prior approval. Small hand-held air-powered equipment (i.e., caulking guns) may be used for small applications.

3.2 SAFETY

Do not place joint sealant within 25 feet of any liquid oxygen (LOX) equipment, LOX storage, or LOX piping. Thoroughly clean joints in this area and leave them unsealed.

3.3 PREPARATION OF JOINTS

Immediately before the installation of the sealant, thoroughly clean the joints to remove all laitance, curing compound, filler, protrusions of hardened concrete, and old sealant from the sides and upper edges of the joint space to be sealed.

3.3.1 Existing Sealant Removal

Cut loose the in-place sealant from both joint faces and to the depth shown on the drawings, using the tractor-mounted routing equipment, concrete saw, or waterblaster as specified in paragraph EQUIPMENT. Depth shall be sufficient to accommodate any separating or backup material that is required to maintain the depth of new sealant to be installed. Prior to further cleaning operations, remove all loose old sealant remaining in the joint opening by blowing with compressed air. Hand tools may be required to remove sealant from random cracks. Chipping, spalling, or otherwise damaging the concrete will not be allowed.

3.3.2 Sawing

3.3.2.1 Refacing or Facing of Joints

Accomplish refacing or facing of joints using a concrete saw as specified in paragraph EQUIPMENT. For joints that will be refaced remove all residual old sealant and a minimum of concrete from the joint face to provide exposure of newly cleaned concrete, and, if required, to enlarge the joint opening to the width and depth shown on the drawings. For joints that are newly formed saw through sawed and filler-type joints to loosen and remove material until the joint is clean and open to the full specified width and depth. Stiffen the blade with a sufficient number of suitable dummy (used) blades or washers. Thoroughly clean, immediately following the sawing operation, the joint opening using a water jet to remove all saw cuttings and debris.

3.3.2.2 Refacing of Random Cracks

Accomplish sawing of the cracks using a power-driven concrete saw as specified in paragraph EQUIPMENT. The saw blade shall be 6 inches or less in diameter to enable the saw to follow the trace of the crack. Stiffen the blade, as necessary, with suitable dummy (or used) blades or washers. Immediately following the sawing operation, thoroughly clean the crack opening using a water jet to remove all saw cuttings and debris.

3.3.3 Waterblasting

The newly exposed concrete joint faces and the pavement surfaces extending a minimum of 1/2 inch from the joint edges shall be waterblasted clean. use a multiple-pass technique until the surfaces are free of dust, dirt, curing compound, filler, old sealant residue, or any foreign debris that might prevent the bonding of the sealant to the concrete. After final cleaning and immediately prior to sealing, blow out the joints with compressed air and leave them completely free of debris and water.

3.3.4 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.

3.3.5 Rate of Progress of Joint Preparation

Limit the stages of joint preparation, which include sandblasting, air pressure cleaning and placing of the back-up material to only that lineal

footage that can be sealed during the same day.

3.4 PREPARATION OF SEALANT

3.4.1 Type M Sealants

Inspect the FS SS-S-200 Type M sealant components and containers prior to use. Reject any materials that contain water, hard caking of any separated constituents, nonreversible jell, or materials that are otherwise unsatisfactory. Settlement of constituents in a soft mass that can be readily and uniformly remixed in the field with simple tools will not be cause for rejection. Prior to transfer of the components from the shipping containers to the appropriate reservoir of the application equipment, thoroughly mix the materials to ensure homogeneity of the components and incorporation of all constituents at the time of transfer. When necessary for remixing prior to transfer to the application equipment reservoirs, warm the components to a temperature not to exceed 90 degrees F by placing the components in heated storage or by other approved methods but in no case shall the components be heated by direct flame, or in a single walled kettle, or a kettle without an oil bath.

3.4.2 Single-Component, Cold-Applied Sealants

Inspect the ASTM D5893/D5893M sealant and containers prior to use. Reject any materials that contain water, hard caking of any separated constituents, nonreversible jell, or materials that are otherwise unsatisfactory. Settlement of constituents in a soft mass that can be readily and uniformly remixed in the field with simple tools will not be cause for rejection.

3.5 INSTALLATION OF SEALANT

3.5.1 Time of Application

Seal joints immediately following final cleaning of the joint walls and following the placement of the separating or backup material. Open joints, that cannot be sealed under the conditions specified, or when rain interrupts sealing operations shall be recleaned and allowed to dry prior to installing the sealant.

3.5.2 Sealing Joints

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 plus or minus 1/16 inch, or per manufacturer's recommendations, 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.

3.6 INSPECTION

3.6.1 Joint Cleaning

Inspect joints during the cleaning process to correct improper equipment and cleaning techniques that damage the concrete pavement in any manner. Cleaned joints will be approved prior to installation of the separating or back-up material and joint sealant.

3.6.2 Joint Sealant Application Equipment

Inspect the application equipment to ensure conformance to temperature requirements, proper proportioning and mixing (if two-component sealant) and proper installation. Evidences of bubbling, improper installation, failure to cure or set will be cause to suspend operations until causes of the deficiencies are determined and corrected.

3.6.3 Joint Sealant

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 herein at no additional cost to the Government.

3.7 CLEAN-UP

Upon completion of the project, remove all unused materials from the site and leave the pavement in a clean condition.

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SECTION 32 01 26.71

GROOVING FOR AIRFIELD PAVEMENTS
08/08

PART 1 GENERAL

1.1 SUBMITTALS

Government approval is required for submittals with a "G" designation. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data

Equipment; G
Procedures; G

1.2 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. Waste slurry discharge pits may be constructed along side the pavement to be grooved, as directed by the Contracting Officer. Provide and maintain temporary storm drainage, pollution control, and erosion control features at each discharge pit in accordance with base environmental regulations. After the waste slurry has been dewatered, the hardened slurry shall be excavated and disposed off base

PART 2 PRODUCTS

2.1 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 within the specified tolerances.

Submit a list of proposed equipment to be used in performance of this work, including descriptive data and safety precautions required for the equipment operation.

2.2 WATER SUPPLY

The Government will provide water for the grooving operation at the

prevailing rates.

PART 3 EXECUTION

3.1 PREPARATION

3.1.1 New Pavements

Allow new asphalt concrete pavements 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.

3.2 GROOVING

3.2.1 Procedures

Submit grooving sequence and method of placing guide lines to control grooving operation. Include in this submittal direction of grooving and limits. Cut grooves in the asphalt areas as indicated on the drawings. Begin the grooving at one side of the usable runway and continue for the full width of the area. Take all reasonable precautions to prevent damage to or roughening of the pavement between grooves. Spalling along or tearing or raveling of the groove edges shall not be allowed. The grooves shall be 1/4 inch, plus 1/16 inch, minus 0 inch wide by 1/4 inch, plus or minus 1/16 inch deep and 1-1/2 inches, plus 0 inches, minus 1/8 inch center to center spacing. The groove length shall be 180-feet, plus or minus 3 inches long and normal to the longitudinal axis of the centerline of the runway. Grooving shall terminate 10-feet from the runway edge (defined as 100-feet from the runway centerline) to allow adequate space for operation of the grooving equipment. At runway intersections where more than one runway requires grooving, the secondary runway shall be saw cut in a step pattern at the point it adjoins the primary runway. The transverse alignment of the grooves shall not vary more than 3 inches plus or minus on a 75 foot length of grooving. Do not groove within 6 inches of in-runway lighting fixtures or similar items or the first 10 feet either side of an arresting barrier cable if encountered.

3.2.2 Clean-Up

Clean-up shall be continuous. Flush debris produced by the equipment to the edge of the grooved area or pick it up before it dries and hardens. The dust coating remaining shall be 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, damage to vegetation, or plugging of storm drainage.

3.2.3 Repair of Damaged Pavement

Repair at the Contractor's expense, as specified in Section 32 12 15.13, any damage, which in the opinion of the Contracting Officer will be detrimental to aircraft operations and/or pavement performance, occurring to the pavement as a result of the grooving operations.

3.3 CONTRACTOR QUALITY CONTROL

3.3.1 Test Section

Groove a test section in an area of the pavement outside of the trafficked

area, as approved by the Contracting Officer. The area shall be full width of the runway by two lanes wide. Demonstrate the setup and alignment process, the grooving operation, and the waste slurry disposal. Failure to meet the grooving criteria stipulated herein may require replacement of the asphalt section at the discretion of the Contracting Officer. Any changes to the equipment during the execution of work may qualify a new test section at the discretion of the Contracting Officer.

3.3.2 Inspections

At the beginning of each work shift, furnish a full complement of grooving blades with each saw that are capable of cutting grooves of the specified width, depth, and spacing. If during the work, a single grooving blade on a machine becomes incapable of cutting a groove, continue work for the remainder of the work shift. The Contractor is not required to cut the groove omitted because of the failed blade. Should two or more grooving blades on a machine become incapable of cutting grooves, cease operating the machine until it is repaired.

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SECTION 32 01 29.61

PARTIAL DEPTH PATCHING OF RIGID PAVING
11/08

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C1059/C1059M	(2013) Standard Specification for Latex Agents for Bonding Fresh to Hardened Concrete
ASTM C1260	(2014) Standard Test Method for Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
ASTM C131/C131M	(2014) Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136/C136M	(2014) Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM C143/C143M	(2012) Standard Test Method for Slump of Hydraulic-Cement Concrete
ASTM C150/C150M	(2015) Standard Specification for Portland Cement
ASTM C1581/C1581M	(2009a) Standard Test Method for Determining Age at Cracking and Induced Tensile Stress Characteristics of Mortar and Concrete under Restrained Shrinkage
ASTM C1602/C1602M	(2012) Standard Specification for Mixing Water Used in Production of Hydraulic Cement Concrete
ASTM C173/C173M	(2014) Standard Test Method for Air Content of Freshly Mixed Concrete by the Volumetric Method
ASTM C192/C192M	(2015) Standard Practice for Making and Curing Concrete Test Specimens in the Laboratory
ASTM C231/C231M	(2014) Standard Test Method for Air Content of Freshly Mixed Concrete by the

	Pressure Method
ASTM C260/C260M	(2010a) Standard Specification for Air-Entraining Admixtures for Concrete
ASTM C309	(2011) Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM C31/C31M	(2012) Standard Practice for Making and Curing Concrete Test Specimens in the Field
ASTM C33/C33M	(2013) Standard Specification for Concrete Aggregates
ASTM C39/C39M	(2015a) Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens
ASTM C469/C469M	(2014) Static Modulus of Elasticity and Poisson's Ratio of Concrete in Compression
ASTM C494/C494M	(2015a) Standard Specification for Chemical Admixtures for Concrete
ASTM C531	(2000; R 2012) Linear Shrinkage and Coefficient of Thermal Expansion of Chemical-Resistant Mortars, Grouts, and Monolithic Surfacings, and Polymer Concretes
ASTM C666/C666M	(2015) Resistance of Concrete to Rapid Freezing and Thawing
ASTM C685/C685M	(2014) Concrete Made by Volumetric Batching and Continuous Mixing
ASTM C881/C881M	(2014) Standard Specification for Epoxy-Resin-Base Bonding Systems for Concrete
ASTM C882/C882M	(2013a) Bond Strength of Epoxy-Resin Systems Used with Concrete by Slant Shear
ASTM C94/C94M	(2015) Standard Specification for Ready-Mixed Concrete
ASTM D1751	(2004; E 2013; R 2013) Standard Specification for Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Nonextruding and Resilient Bituminous Types)
ASTM D75/D75M	(2014) Standard Practice for Sampling Aggregates

U.S. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA)

29 CFR 1910	Occupational Safety and Health Standards

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data

Mix Design; G
Proprietary Cementitious Products; G
Pigmented Liquid Membrane-Forming Compound; G

SD-05 Design Data

Concrete Mix Design; G

SD-06 Test Reports

Laboratory Test Results
Aggregates Gradation
Cement
Concrete Slump
Concrete Air Content
Concrete Strength (cylinder)
Mixer Calibration and Efficiency

SD-07 Certificates

Cement
Aggregate
Admixtures
Pigmented Liquid Membrane-Forming Compound
Joint Filler
Joint Sealant

1.3 QUALITY ASSURANCE

1.3.1 Preconstruction Testing Of Materials

Submit proposed concrete mix design at least 30 days prior to placement. Provide mix design evaluation and certification by an approved engineering testing laboratory, and indicate the weight of each ingredient of the mixture, aggregate gradation, slump, air content, water-cement ratio, and 7-day and 28-day compressive strength test results. Include a complete list of materials including admixtures and applicable reference specifications. Place no concrete prior to approval of the proposed mix design. No deviation from the approved mix design is permitted without prior approval.

Within 24 hours of physical completion of laboratory testing, submit copies of test results for approval.

1.3.1.1 Cement

Test cement as prescribed in the referenced specification under which it is furnished. Cement may be accepted on the basis of mill tests and the manufacturer's certification of compliance with the specification.

1.3.1.2 Aggregate

Take aggregate gradation samples for laboratory testing in conformance with ASTM D75/D75M.

1.3.1.3 Proprietary Cementitious Products and Epoxy

At least 30 days before the material is used, submit certified copies of test results for the specific lots or batches to be used on the project, not more than 6 months old prior to use in the work.

Manufacturer's certifications may be submitted rather than laboratory test results for proprietary cementitious products. Include in the instructions details for substrate preparation, mixing, placing, finishing, curing and testing of the material. Include a minimum of three case histories documenting the use of the product in a similar freeze-thaw environment and airfield pavement condition. Certify compliance with the appropriate specification referenced herein. Place no materials without prior approval from the Contracting Officer.

1.3.2 Equipment; Approval, Maintenance, and Safety

Provide and use only dependable and well maintained equipment that is appropriate to accomplish the work specified. Allow sufficient time for assembly of equipment requiring such at the work site to permit thorough inspection, calibration of weighing and measuring devices, adjustment of parts, and the making of any repairs that may be required prior to the start of work.

a. Submit volumetric mixer calibration and efficiency test results. Results must be current within 6 months of concrete placement.

b. Provide Material Safety Data Sheets (MSDS) and Personal Protection Equipment (PPE) per 29 CFR 1910.

1.4 DELIVERY, STORAGE, AND HANDLING

1.4.1 Cement

Deliver cement in bulk or in suitable bags used for packaging cements and store in a manner to prevent absorption of moisture.

1.4.2 Aggregate

Deliver, handle, and store aggregate in a manner to avoid breakage, segregation, or contamination by foreign materials.

1.4.3 Other Materials

Deliver epoxy-resin, chemical admixtures and proprietary cementitious products to the site in such manner as to avoid damage or loss. Provide storage areas in a windowless and weatherproof, but ventilated, insulated noncombustible building, with provision nearby for conditioning the material to 70 to 85 degrees F for a period of 48 hours prior to use. Keep the ambient temperature in the storage area no higher than 100 degrees F.

1.5 Project/Site Conditions

Do not place concrete when weather conditions detrimentally affect the quality of the finished product. Do not place concrete when the air temperature is below 40 degrees F in the shade. When air temperature is likely to exceed 90 degrees F, provide concrete having a temperature not exceeding 90 degrees F when deposited. Keep the surface of placed concrete damp with a water fog until the approved curing medium is applied.

PART 2 PRODUCTS

2.1 MATERIALS

2.1.1 Coarse Aggregate

2.1.1.1 Composition

Provide coarse aggregate consisting of gravel, crushed gravel, crushed stone, or a combination thereof.

2.1.1.2 Quality

Provide aggregate, as delivered to the mixers, consisting of clean, hard, unweathered, and uncoated particles. Remove dust and other coatings from the coarse aggregate by adequate washing. Meet the requirements of ASTM C33/C33M, Class 4S for deleterious substances. Abrasion loss, when tested in accordance with ASTM C131/C131M, must not exceed 40 percent; the maximum allowable percentage for clay lumps and friable particles is 1.5 percent. Provide documentation of aggregate conforming to ASTM C136/C136M.

2.1.1.3 Particle Shape

Provide spherical or cubical shaped coarse aggregate particles.

2.1.1.4 Gradation

The maximum nominal size of the coarse aggregate is 1/2 inch. Provide well graded coarse aggregate, within the limits specified, and tested in accordance with ASTM C136/C136M, and conforming to the following grading requirements as delivered to the batching hoppers:

Sieve designation U.S. Standard square mesh	Percentage by weight passing individual sieves No. 4 to 1/2 inch
3/4 inch	100
1/2 inch	90-100
3/8 inch	40-70
No. 4	0-15
No. 8	0-5

2.1.1.5 Alkali Silica Reactivity

Evaluate and test coarse aggregate, to be used in all concrete, for alkali-silica reactivity in accordance with ASTM C1260. Measured expansion must not exceed 0.08 percent at 28 days when tested. Test data indicating an expansion greater than 0.08 percent will be rejected.

2.1.2 Fine Aggregate

2.1.2.1 Composition

Provide fine aggregate consisting of either natural sand, manufactured sand, or a combination of natural and manufactured sand, and composed of clean, hard, durable particles; conforming to ASTM C33/C33M, Table 1 for deleterious substances.

2.1.2.2 Particle Shape and Quality

Ensure particles of the fine aggregate are generally spherical or cubical in shape.

2.1.2.3 Grading

Conform grading of the fine aggregate as delivered to the mixer to the following requirements when tested in accordance with ASTM C136/C136M.

Sieve designation U.S. Standard square mesh	Percentage by weight passing
3/8 inch	100
No. 4	95-100
No. 8	80-90
No. 16	60-80
No. 30	30-60
No. 50	12-30
No. 100	2-10

In addition, provide fine aggregate, as delivered to the mixer, with a fineness modulus of not less than 2.40 nor more than 2.90, when calculated in accordance with ASTM C136/C136M.

2.1.2.4 Alkali Silica Reactivity

Evaluate and test fine aggregate to be used in all concrete for alkali-silica reactivity using the procedures described for coarse aggregate.

2.1.3 Admixtures

2.1.3.1 Air-Entraining Admixtures

Provide air-entraining admixtures conforming to ASTM C260/C260M.

2.1.3.2 Chemical Admixtures

ASTM C494/C494M. Where not shown or specified, the use of admixtures is subject to written approval of the Contracting Officer.

2.1.4 Cement

Provide portland cement conforming to ASTM C150/C150M, Type I or II. Provide low alkali cement if the proposed fine or coarse aggregate are found to have greater than 0.04 percent expansion when tested in accordance with paragraphs: Alkali Silica Reactivity.

2.1.4.1 Portland Cement Mix Design

Design the concrete mixture to produce a minimum compressive strength of 4500 psi at 28 days of age, determined in conformance with ASTM C39/C39M and ASTM C192/C192M, using standard 6 by 12 inch cylinder specimens; and providing an air content by volume of 5 percent, plus or minus 1.5 percent, based on measurements made on concrete immediately after discharge from the mixer in conformance with ASTM C231/C231M.

The allowable range of slump is 1/2 to 2 inches when tested in accordance with ASTM C143/C143M. To minimize drying shrinkage, the maximum water-cement ratio by weight is 0.45.

2.1.5 Curing Materials

2.1.5.1 Pigmented Liquid Membrane-Forming Compound

Provide pigmented liquid membrane-forming compound conforming to ASTM C309.

2.1.6 Bonding-Agents

2.1.6.1 Epoxy-Resin

Provide two component epoxy-resin material formulated to meet the requirements of ASTM C881/C881M, Type III, grade and class as approved, for use in bond coat applications and as a component of epoxy-resin concrete or mortar.

Mix epoxy-resin grout components in the proportions recommended by the manufacturer. Condition the components to 70 to 85 degrees F for 48 hours prior to mixing. Mix the two epoxy components with a power-driven, explosion-proof stirring device in a metal or polyethylene container having a hemispherical bottom. Add the curing-agent component gradually to the epoxy-resin component with constant stirring until a uniform mixture is obtained. Stir such that the rate of entrained air is a minimum.

2.1.6.2 Latex

Provide latex bonding agent meeting the requirements of ASTM C1059/C1059M, Type II.

2.1.7 Joint Sealant

Provide joint sealant as specified in Section 32 01 19 FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS.

2.1.8 Joint Filler

Provide joint filler material conforming to ASTM D1751, Type II.

2.1.9 Water

Use only clean, fresh water, free from injurious amounts of oil, acid, salt, alkali, organic matter, or other deleterious substances. Water approved by Public Health authorities for domestic consumption may be accepted for use without being tested. Test water that is of questionable quality, in the opinion of the Contracting Officer, in accordance with ASTM C1602/C1602M and acceptance criteria of Table 1 of ASTM C94/C94M.

2.1.10 Proprietary Cementitious Products

A proprietary cementitious product is defined as a rigid material in its hardened state with an elastic modulus greater than 1,000,000 psi. Maximum size of aggregate used to extend the product is 3/4 inch. Test the product in accordance with the following test series. Replicate each test on three specimens. Report all three results for each test and use the average value for comparison with the specification requirements. Report the curing conditions for each test type.

2.1.10.1 Compressive Strength

Cast 3 by 6 inch cylinder specimens in accordance with ASTM C192/C192M and test in accordance with ASTM C39/C39M, using bonded or unbonded caps, after 3 hours and 1 day curing period. A minimum compressive strength of 3500 psi is required at 3 hours and 1 day of age.

2.1.10.2 Bond Strength

Cast 3 by 6 inch cylinder specimens and test in accordance with ASTM C882/C882M. Cast the candidate material against a 30-degree wedge specimen consisting of the candidate material itself or an ordinary portland cement mixture. Test specimens, using bonded caps, after 1 day curing period. For a bond consisting of the candidate material bonded to OPC mortar, a minimum bond strength of 500 psi is required at 1 day of age. For a bond consisting of the candidate material bonded to itself, a minimum bond strength of 1000 psi is required at 1 day of age.

2.1.10.3 Modulus of Elasticity

Cast 6 by 12 inch cylinder specimens in accordance with ASTM C192/C192M and test in accordance with ASTM C469/C469M, using bonded caps, after 3 day curing period. A maximum chord modulus of elasticity of 4,000,000 psi is required at 3 days of age.

2.1.10.4 Coefficient of Thermal Expansion

Cast 1 by 1 by 10-inches prismatic bar specimens and test in accordance with ASTM C531, after 3 days curing period. A maximum coefficient of 7 by 10^{-6} inch per inch per degree F is required at 3 days of age.

2.1.10.5 Shrinkage Potential

Cast 13 inch I.D. by 16 inch O.D. by 6 inch tall restrained toroidal specimens and test in accordance with ASTM C1581/C1581M. Start measuring strain after completion of casting. A maximum of 40 microstrain is required at 14 days of age. No cracking is permitted at 28 days of age.

2.1.10.6 Freeze-Thaw Resistance

Cast prismatic specimens in accordance with ASTM C192/C192M and test in accordance with ASTM C666/C666M, Procedure A. Begin freeze-thaw testing after specimens have been immersed in saturated lime-water for 3 days. Report the Durability Factor (DF) and the number of cycles to failure.

2.2 Neat Cement Grout

2.2.1 Sand-Cement Grout Bonding Course

Provide grout bonding course consisting of equal parts of Type I or II, portland cement and sand by dry weight, thoroughly mixed with water to yield a thick, creamy mixture; with a water-cement ratio no greater than 0.62 by weight. Sand must meet the requirements of the fine aggregate specified herein, except 100 percent must pass through a No. 8 sieve.

2.2.2 Dowels, Tie Bars, and Reinforcement

Provide dowels, tie bars, and reinforcement as indicated on the drawings.

PART 3 EXECUTION

3.1 PREPARATION OF EXISTING PAVEMENT

3.1.1 Preparation of Existing Surfaces

In the area to be patched, remove existing concrete to a minimum depth of 2 inches below the pavement surface adjacent to spalls and to such additional depth where necessary to expose a surface of sound, unweathered concrete that is uncontaminated by sealants, oils, greases, or deicing salts or solutions. Make a vertical saw cut at least 2 inches deep and 2 inches outside of the area needing repair. Accomplish concrete removal in spalled areas with light, hand-held, high-frequency chipping hammers weighing not more than 30 pounds or other approved hand tools. Do not use jack hammers weighing more than 30 pounds and do not use pavement breaker devices mounted on or pulled by mobile equipment.

Clean the cavity surface by waterblasting, blowing with compressed air, sweeping, and vacuums. Use waterblasting to remove all traces of sealer, oils, grease, rust, and other contaminants.

3.1.1.1 Joint Widening (Except Expansion Joints)

Saw joints having grooves less than 3/8 inch wide and less than one inch deep to a minimum width of 3/8 inch and to the minimum depth, of 1 inch.

3.1.2 Dowels, Tie Bars, and Reinforcement

Cut and remove to minimum dimensions indicated existing dowels and tie bars exposed in joints adjacent to the spall cavity. Perform cutting by

saws, torch, or other approved means; do not allow torch or other cutting methods to damage concrete to remain. Clean to bare metal by sandblasting any existing reinforcement or dowels remaining exposed in the repair area. Remove any reinforcement that cannot be properly re-embedded in the new repair concrete. Cut and remove at the joint not less than 1/2 inch of existing exposed reinforcement that is continuous through the repair area and is embedded in the adjacent slab.

3.1.3 Preparation of Joints Adjacent to Spalls

Remove existing joint sealing and joint filler materials. Saw as indicated and install insert, cut to appropriate dimensions, to prevent contact between new patch material and existing concrete at existing joints. At the option of the Contractor, a bead of approved caulking material may be installed to preclude new patching material from getting around insert. Clean up any caulking material accidentally deposited on the prepared spall surface.

3.1.4 Disposal of Debris

Sweep from pavement surface to remove excess joint material, dirt, water, sand, and other debris by vacuum sweepers or hand brooms. Remove the debris immediately to a point off station.

3.1.5 Bonding Coat

Prior to placing concrete, wash the previously prepared surfaces with a high pressure water jet followed by an air jet to remove free water.

3.1.5.1 Neat Cement Grout

Coat the clean and dry surface, including sawed faces, with an approximate 1/16 inch thick coat of neat cement grout. Place the grout just prior to concrete placement and scrub with stiff bristle brushes to fill all voids and crevices in the spall cavity surface. Apply additional brush coats as needed to obtain the required thickness. The concrete patch material must be placed before the grout dries or sets. Remove dried or hardened grout by sandblasting and re-coat the cavity with fresh grout before placing concrete patch material.

3.1.5.2 Epoxy-Resin

Limit epoxy-resin bonding coat to use on patches with a surface area of less than 2 feet square. Coat the clean and dry surface, including sawed faces, with a 20 to 40 mil thick film of the epoxy-resin grout. Place the epoxy-resin grout in one application, just prior to concrete placement, with the use of mechanical combination, mixing and spraying equipment, or two coat application with stiff brushes. Scrub the first brush coat into the concrete surface, followed by an additional brush coat to obtain the required thickness. When the brush method is used, the initial coat may be allowed to dry; however, apply the final coat just prior to placement of the concrete.

3.1.5.3 Proprietary Cementitious Products

Apply in accordance with the manufacturer's written instructions.

Test as prescribed in the referenced specification under which it is furnished. Cement may be accepted on the basis of mill tests and the

manufacturer's certification of compliance with the specification, provided the cement is the product of a mill with a record for the production of high-quality cement for the past 3 years.

3.1.6 Patch Material Selection

Fill the prepared cavity with: Portland cement concrete or latex modified concrete for cavities more than 600 cubic inches in volume after removal operations; portland cement mortar for cavities between 50 and 600 cubic inches; and epoxy resin mortar or latex modified mortar for those cavities less than 50 cubic inches in size. Proprietary cementitious patching materials may be used, subject to approval by the Contracting Officer.

3.2 BATCHING, MIXING AND PROPORTIONING

Provide facilities for the accurate measurement and control of each of the materials entering the concrete, mortar, or grout. Provide free access for the Contracting Officer to the batching and mixing plant at all times. Provide mixing equipment capable of combining the aggregate, cement, admixture, and water into a uniform mixture and discharging this mixture without segregation.

The use of volumetric batching and continuous mixing is acceptable, provided all operations are in accordance with ASTM C685/C685M.

3.2.1 Equipment

Assemble dependable and operable equipment, allowing time for thorough inspection, calibration of weighing and measuring devices, adjustment of parts, and the making of any repairs that may be required prior to final approval and the commencement of work. Maintain the equipment in good working condition.

3.2.2 Conveying

Convey concrete from mixer to repair area as rapidly as practicable by methods which prevent segregation or loss of ingredients.

3.2.3 Facilities for Sampling

Provide facilities for readily obtaining representative samples of aggregate and concrete for test purposes. Furnish necessary platforms, tools, and equipment for obtaining samples.

3.2.4 Mix Proportions

Use proportions of materials entering into the concrete mixture in accordance with the approved mix design. Revise the mix design whenever necessary to maintain the workability, strength, and standard of quality required, and to meet the varying conditions encountered during the construction; however, no changes shall be made without prior approval.

3.2.5 Measurement

Provide equipment necessary to measure and control the amount of each material in each batch of concrete. Weigh bulk cement. Cement in unopened bags as packed by the manufacturer may be used without weighing. One bag of portland cement is considered as weighing 94 pounds. Measure mixing water and air-entraining admixtures by volume or by weight.

Consider one gallon of water as weighing 8.33 pounds.

3.2.6 Workability

Maintain the slump of the concrete at the lowest practicable value, not exceeding the specified value.

3.3 PLACING

3.3.1 Portland Cement Concrete

Place concrete within 90 minutes after the introduction of the mixing water to the cement and aggregate or the introduction of the cement to the aggregate, and before the concrete has obtained its initial set, and before the sand-cement grout bonding course has dried or obtained its initial set. The temperature of the concrete, as deposited in the repair area, must be not less than 50 degrees F nor more than 90 degrees F. Deposit concrete as to require a minimum of re-handling and in such a manner so as to least disturb the sand-cement grout. Place concrete as indicated to maintain existing joints and working cracks; do not allow new repair material to infiltrate or span existing joints and cracks indicated to remain. Place concrete continuously in each spall area. Do not allow workmen to walk on the bonding course surface or in the concrete during placing and finishing operations.

Consolidate the concrete by small spud vibrators not greater than one inch in diameter, except that repair areas less than 4 inches deep or one square foot in area may be consolidated by hand tamping or other approved means. To avoid pulling material away from patch edge and to maximize bond strength, work the finishing screed from the center of the patch out to the patch boundary. Fill all saw kerfs extending beyond the repair area with grout. Start finishing operations immediately after placement of the concrete. Match finished surface grade of patched areas to the existing surface grade of the adjacent undisturbed pavement. Keep screeding, floating, or toweling of patch material onto adjacent pavements to a minimum; remove loose or poorly bonded patch material from adjacent surfaces. Before the concrete becomes non-plastic, finish the surface with a broom to approximately match the surface finish of existing adjacent concrete pavement.

3.3.2 Epoxy-Resin Concrete and Mortar

Limit epoxy-resin bonding coat to use on patches with a surface area of less than 2 feet square. Place the epoxy resin materials in layers not over 2 inches thick. Make the time interval between placement of additional layers such that the temperature of the epoxy resin material does not exceed 140 degrees F at any time during hardening. Use mechanical vibrators and hand tampers to consolidate the concrete or mortar. Remove any repair material on the surrounding surfaces of the existing concrete before it hardens. Use an insert or other bond-breaking medium where the spalled area abuts a joint, to prevent bond at the joint face. Saw a reservoir for the joint sealant to the dimensions required for other joints. Thoroughly clean and seal the reservoir with the sealer specified for the joints.

3.3.3 Proprietary Cementitious Products

Perform placing, consolidating, finishing, and curing operations in accordance with the manufacturer's written instructions.

3.3.4 Joints

Construct new joints as detailed on the drawings and align with existing joints. After curing of the concrete, seal new joints as indicated and specified.

3.4 FIELD QUALITY CONTROL

3.4.1 General Requirements

Furnish concrete samples, taken in the field and tested to determine the slump, air content, and strength of the concrete. Make test cylinders for determining conformance with the strength requirements of these specifications and, when required, for determining the time at which pavements may be placed in service. Determine air content in conformance with ASTM C231/C231M. Mold and cure test cylinders in conformance with ASTM C31/C31M and as specified below. Furnish all materials, labor, and facilities required for molding, curing, and protecting test cylinders at the site and under the supervision of the Contracting Officer. Include furnishing and operating water tanks in curing facilities for test beams, equipped with temperature-control devices that will automatically maintain the temperature of the water at 73 degrees F plus or minus 5 degrees F. Also furnish and maintain at the site, boxes or other facilities suitable for storing the specimens while in the mold at a temperature of 73 degrees F plus or minus 10 degrees F. Tests of the fresh concrete and of the hardened concrete cylinders are to be made by and at the expense of the Contractor. Test Proprietary Cementitious Products in accordance with the manufacturer's written instructions.

3.4.2 Specimens for Strength Tests

Sample concrete in the field and test to determine the slump, air content, and strength of the concrete. Make cylinders for each shift of placed concrete. Mold each group of test cylinders from the same batch of concrete, consisting of a sufficient number of specimens to provide two compressive-strength tests at each test age. Make one group of specimens during the first half of each shift, and the other during the last portion of the shift. However, at the start of paving operations and each time the aggregate source, aggregate characteristics, or mix design is changed, make one additional set of test cylinders.

Determine the air content and slump in conformance with ASTM C173/C173M and ASTM C143/C143M, respectively. Mold and cure test cylinders in conformance with ASTM C31/C31M. Furnish and maintain at the site, boxes or other facilities suitable for storing the specimens while in the mold at a temperature of 73 degrees F plus or minus 10 degrees F. Test cylinders in accordance with ASTM C39/C39M.

3.4.2.1 Test Results

Remove concrete not meeting strength, consistency, and air content requirements and provide new acceptable concrete. The removal and replacement method or methods are subject to approval of the Contracting Officer.

3.4.2.2 Acceptance

Reject any spall repair material that cracks, or delaminates, or loses

bond partly or completely, or causes spalling of adjacent portland cement concrete, or is not separated properly from adjacent slabs at joints, or fails to cure uniformly and completely, or is otherwise defective. Remove all unacceptable repairs, including new damaged areas adjacent to new spall patches, and provide new repairs meeting the specifications.

3.5 FINISHING

Start finishing operations immediately after placement of the concrete. Finished surfaces of patched areas are to approximate surface texture of the adjacent undisturbed pavements.

3.6 CURING

Cure the concrete by protection against loss of moisture and rapid temperature changes for a period of not less than 7 days from the beginning of the curing operation. Protect unhardened concrete from rain and flowing water. Provide all equipment needed for adequate curing and protection of the concrete on hand and ready to install before actual concrete placement begins. Cure proprietary cementitious products in accordance with manufacturer's recommendations. Failure to comply with curing requirements will be cause for immediate suspension of concreting operations.

3.6.1 Membrane-Forming Curing Compound

Apply membrane forming curing compound immediately to exposed concrete surfaces after brooming for texture. Apply the curing compound with an overlapping coverage that will give a two-coat application at a coverage of not more than 200 square feet per gallon for both coats. When application is made by hand-operated sprayers, apply the second coat in a direction approximately at right angles to the first coat.

Cure concrete properly at joints, but do not allow absorbent curing compound to enter joints that are to be sealed with joint-sealing compounds. Provide a uniform, continuous, cohesive compound film that will not check, crack, or peel, and that will be free from pinholes and other imperfections. Respray concrete surfaces that are subjected to heavy rainfall within 3 hours after the curing compound has been applied at the coverage specified above and at no additional cost to the Government. Respray areas covered with absorbent curing material that are damaged by pedestrian and vehicular traffic or by subsequent construction operations within the specified curing period at no additional cost to the Government.

3.7 FINISH TOLERANCE

Provide finished surfaces of patched areas meeting the grade of the adjoining pavements without deviations more than 1/8 inch from a true plan surface within the patched area.

3.8 PAVEMENT PROTECTION

Protect the patched areas against damage prior to final acceptance of the work by the Government. Exclude traffic from the patched areas by erecting and maintaining barricades and signs until the completion of the curing period of the concrete.

3.9 JOINTS

Provide joints conforming in detail and in alignment with the existing joints. After curing of the concrete, prepare and seal the joints in accordance with Section 32 01 19 FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS.

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SECTION 32 05 33

LANDSCAPE ESTABLISHMENT
02/10

PART 1 GENERAL

1.1 DEFINITIONS

1.1.1 Pesticide

Any substance or mixture of substances, including biological control agents, that may prevent, destroy, repel, or mitigate pests and are specifically labeled for use by the U.S. Environmental Protection Agency (EPA). Also, any substance used as a plant regulator, defoliant, disinfectant, or biocide. Examples of pesticides include fumigants, herbicides, insecticides, fungicides, nematicides, molluscicides and rodenticides.

1.1.2 Stand of Turf

100 percent ground cover of the established species.

1.1.3 Planter Beds

A planter bed is defined as an area containing one or a combination of the following plant types: shrubs, vines, wildflowers, annuals, perennials, ground cover, and a mulch topdressing excluding turf. Trees may also be found in planter beds.

1.2 RELATED REQUIREMENTS

Section 32 92 19 SEEDING and 32 92 23 SODDING applies to this section for installation of seed and sod requirements, with additions and modifications herein.

1.3 DELIVERY, STORAGE AND HANDLING

1.3.1 Delivery

Deliver fertilizer, gypsum, and iron to the site in original containers bearing manufacturer's chemical analysis, name, trade name, or trademark, and indication of conformance to state and federal laws. Instead of containers, fertilizer and gypsum may be furnished in bulk with a certificate indicating the above information.

1.3.2 Storage

1.3.2.1 Fertilizer, Lime, Iron, and Mulch Storage

Material shall be stored in designated areas. Lime and fertilizer shall be stored in cool, dry locations away from contaminants.

1.3.2.2 Antidessicants Storage

Do not store with fertilizers or other landscape maintenance materials.

1.3.3 Handling

Do not drop or dump materials from vehicles.

1.4 SUSTAINABLE DESIGN REQUIREMENTS

1.4.1 Local/Regional Materials

Use materials or products extracted, harvested, or recovered, as well as manufactured, within a 500 mile radius from the project site, if available from a minimum of three sources.

PART 2 PRODUCTS

2.1 WATER

Unless otherwise directed, the source of water shall be the responsibility of the Contractor and shall be approved by the Contracting Officer. Source of water shall be of non-potable or potable and of suitable quality for irrigation. Use non-potable, collected storm water, or graywater when available.

PART 3 EXECUTION

3.1 EXTENT OF WORK

Provide landscape construction maintenance to include mowing, edging, overseeding, fertilizing, watering, and weed control for all newly installed landscape areas, unless indicated otherwise, and at all areas inside or outside the limits of the construction that are disturbed by the Contractor's operations.

3.1.1 Policing

The Contractor shall police all landscaped areas. Policing includes removal of fallen leaves, branches and limbs regardless of length or diameter, dead vegetation, paper, trash, cigarette butts, garbage, rocks or other debris. Collected debris shall be promptly removed and disposed of at an approved disposal site.

3.1.2 Drainage System Maintenance

The Contractor shall remove all obstructions from surface and subsurface drain lines to allow water to flow unrestricted in swales, gutters, catch basins, storm drain curb inlets, and yard drains. Remove grates and clear debris in catch basins. Open drainage channels are to be maintained free of all debris and vegetation at all times. Edges of these channels shall be clear of any encroachment by vegetation.

3.2 GROUNDCOVER ESTABLISHMENT PERIOD

Groundcover establishment period will commence on the date that inspection by the Contracting Officer shows that the new turf furnished under this contract has been satisfactorily installed to a 100 percent stand of coverage. The establishment period shall continue for a period of 120 days.

3.2.1 Frequency of Maintenance

Begin maintenance immediately after turf has been installed. Inspect area once a week during the installation and establishment period and perform needed maintenance promptly.

3.2.2 Promotion of Growth

Groundcover shall be maintained in a manner that promotes proper health, growth, natural color. Turf shall have a neat uniform manicured appearance, free of bare areas, ruts, holes, weeds, pests, dead vegetation, debris, and unwanted vegetation that present an unsightly appearance. Mow, remove excess clippings, eradicate weeds, water, fertilize, overseed, and perform other operations necessary to promote growth, as approved by Contracting Officer and consistent with approved Integrated Pest Management Plan. Remove noxious weeds common to the area from planting areas by mechanical means.

3.2.3 Mowing

Turf shall be mowed at a uniform finished height. Mow turfed areas to a minimum average height of 3 inches when average height of grass becomes 3.5 inches for spring/summer maintenance and to a minimum average height of 3.5 inches when the average height of grass reaches 4 inches for fall/winter maintenance. The height of turf is measured from the soil. Mowing of turf shall be performed in a manner that prevents scalping, rutting, bruising, uneven and rough cutting. Prior to mowing, all rubbish, debris, trash, leaves, rocks, paper, and limbs or branches on a turf area shall be picked up and disposed. Adjacent paved areas shall be swept/vacuumed clean.

3.2.4 Turf Edging and Trimming

Perimeter of planter bed edges, sidewalks, driveways, curbs, and other paved surfaces shall be edged. Uniformly edge these areas to prevent encroachment of vegetation onto paved surfaces and to provide a clear cut division line between planter beds, turf, and ground cover. Edging is to be accomplished in a manner that prevents scalping, rutting, bruising, uneven and rough cutting. Edging shall be performed on the same day that turf is mowed. Use of string line trimmers is permitted in "soft" areas such as an edge between turfgrass and a planter bed. Care shall be exercised to avoid damage to any plant materials, structures, and other landscape features.

Trimming around trees, fences, poles, walls, and other similar objects is to be accomplished to match the height and appearance of surrounding mowed turf growth. Trimming shall be performed on the same day the turf's mowed. Care shall be exercised to avoid "Girdling" trees located in turf areas. The use of protective tree collars on trees in turf areas may be utilized as a temporary means to avoid injury to tree trunks. At the end of the plant establishment period Contractor will be responsible for removing all protective tree collars.

3.2.5 Post-Fertilizer Application

Do not fertilize wildflowers, groundcover, and grasses. Apply turf fertilizer in a manner that promotes health, growth, vigor, color and appearance of cultivated turf areas. The method of application, fertilizer type and frequencies shall be determined by the laboratory soil

analysis results and the requirements of the particular turf species. Organic fertilizer shall be used. In the event that organic fertilizer is not producing the desired effect, the Contractor shall contract the Contracting Officer for approval prior to the use of a synthetic type of fertilizer. Fertilizer shall be applied by approved methods in accordance with the manufacturer's recommendations.

3.2.6 Turf Watering

The Contractor shall perform irrigation in a manner that promotes the health, growth, color and appearance of cultivated vegetation and that complies with all Federal, State, and local water agencies and authorities directives. The Contractor shall be responsible to prevent over watering, water run-off, erosion, and ponding due to excessive quantities or rate of application. The Contractor shall abide by state, local or other water conservation regulations or restrictions in force during the establishment period.

3.2.7 Turf Clearance Area

Trees located in turf areas shall be maintained with a growth free clearance of 36 inches from the tree trunk base. The use of mechanical weed whips to accomplish the turf growth free bed area is prohibited.

3.2.8 Replanting

Replant in accordance with Section 32 92 19 SEEDING and 32 92 23 SODDING and within specified planting dates areas which do not have a satisfactory stand of turf. Replant areas which do not have a satisfactory stand of other groundcover and grasses.

3.2.9 Final Inspection and Acceptance

Final inspection will be made upon written request from the Contractor at least 10 days prior to the last day of the turf establishment period. Final turf acceptance will be based upon a satisfactory stand of turf. Final acceptance of grass areas will be based upon a stand of 95 percent groundcover of established species.

3.2.10 Unsatisfactory Work

When work is found to not meet design intent and specifications, maintenance period will be extended at no additional cost to the Government until work has been completed, inspected and accepted by Contracting Officer.

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GRADED CRUSHED AGGREGATE BASE COURSE FOR FLEXIBLE PAVEMENT
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PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C117	(2004) Standard Test Method for Materials Finer than 75-um (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C131	(2006) Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	(2006) Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM C29/C29M	(2009) Standard Test Method for Bulk Density ("Unit Weight") and Voids in Aggregate
ASTM D1557	(2012) Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft3) (2700 kN-m/m3)
ASTM D1883	(2007e2) CBR (California Bearing Ratio) of Laboratory-Compacted Soils
ASTM D2217	(1985; R 1998) Wet Preparation of Soil Samples for Particle-Size Analysis and Determination of Soil Constants
ASTM D4318	(2010) Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D6938	(2010) Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)
ASTM D75/D75M	(2009) Standard Practice for Sampling Aggregates

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation;

submittals not having a "G" designation are for Contractor Quality Control approval. The following shall be submitted in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-06 Test Reports

Gradation

Bearing ratio

Liquid limit

Plasticity index

Percentage of wear

Dry weight of slag

Density

Gradation

Smoothness

Density

Thickness

1.3 DELIVERY AND STORAGE

Inspect materials delivered to site for damage and store as to prevent segregation and contamination.

1.4 WEATHER LIMITATIONS

Do not construct base course when atmospheric temperature is below 35 degrees F or when rainfall or other weather conditions detrimentally affect the quality of the finished course.

1.5 CONSTRUCTION EQUIPMENT

Equipment shall be dependable and adequate for the purpose intended. Maintain equipment in satisfactory and safe operating condition. Subject to approval, special equipment dictated by local conditions may be used. Calibrated equipment, such as scales, batching equipment, spreaders, and similar items, shall have been recalibrated by an approved calibration laboratory within 12 months of commencing work.

1.6 SUSTAINABLE DESIGN REQUIREMENTS

PART 2 PRODUCTS

2.1 MATERIALS

2.1.1 Aggregates

Consist of durable and sound crushed concrete, crushed masonry, crushed tile, crushed gravel, crushed stone, or crushed slag, free of lumps or balls of clay or other objectionable matter. Crushed stone and gravel

shall be free from flat, elongated, soft, or disintegrated pieces. Crushed gravel retained on a No. 4 sieve shall have at least 90 percent by weight with at least two fractured faces and 100 percent by weight with at least one fractured face. Base course materials samples shall have a bearing ratio of at least 100 as determined by laboratory tests on a 4-day soaked specimen in accordance with ASTM D1883; compact specimen in accordance with ASTM D1557, Method D. Determine grain size in accordance with ASTM C136 and amount of material finer than 200 mesh sieve in accordance with ASTM C117. Aggregate, other than slag, shall have a percentage of wear not exceeding 40 when tested in accordance with ASTM C131, Grading A. Slag shall be an air-cooled, blast furnace product having a dry weight of not less than 70 pounds per cubic foot when tested in accordance with ASTM C29/C29M and shall consist of angular fragments uniform in density and quality, reasonably free from thin, elongated pieces, dirt, or other objectionable material. Soil binder material, that portion of material passing the No. 40 sieve, shall be of such composition that the composite material conforms to the requirements specified herein. The base course shall be of such nature that it can be compacted readily with watering and rolling to a firm, stable base and shall conform to one of the following sizes:

Percentage by Weight Passing Square Mesh Laboratory Sieves			
Sieves	Size Numbers		
	1	2	3
2 inch	100	-	-
1 1/2 inch	70-100	100	-
1 inch	45-80	60-100	100
1/2 inch	30-60	30-65	40-70
No. 4	20-50	20-50	20-50
No. 10	15-40	15-40	15-40
No. 40	5-25	5-25	5-25
No. 200	0-10	0-10	0-10

That portion of the material passing the No. 40 sieve shall have a liquid limit of not more than 25 and a plasticity index of not more than 5 as determined by ASTM D4318. Prepare samples in accordance with ASTM D2217, Procedure A.

PART 3 EXECUTION

3.1 BASE COURSE

Construct the graded aggregate base course on a prepared subgrade, as indicated. Verify compacted subgrade, granular base, or stabilized soil is acceptable and ready to support paving and imposed loads. Provide line and grade stakes for control. Place grade stakes in lanes parallel to the centerline of areas to be paved and space for string lining or other

control methods. The base course shall consist of aggregate processed, deposited, spread, and compacted on a prepared surface. The Contractor shall be responsible for protection of completed areas against detrimental effects. Recondition, reshape, and recompact areas damaged by freezing, rainfall, or other weather conditions.

3.2 MIXING OF MATERIALS

Mix aggregates in a stationary or traveling plant. Proportion aggregates by weight or volume in such quantities that specified gradation, liquid limit, and plasticity index requirements are met after the base course has been placed and compacted. Incorporate, during the mixing operation, water in quantities sufficient to provide the necessary moisture content for the specified compaction. Mixing operations shall produce satisfactory uniform blending and the method of discharging into trucks shall not produce segregation.

3.3 PLACING

Do not dump mixed materials in piles, but place on prepared subgrade or subbase in layers of uniform thickness with a spreader. When a compacted course 6 inches in thickness is required, place material in a single layer. When a compacted course in excess of 6 inches is required, place material in layers of equal thickness. Do not exceed 6 inches or have less than 3 inches in thickness for any compacted layer. Place layers so that when compacted, they will be true to grades or levels required with the least possible surface disturbance. Where the base course is constructed in more than one layer, clean previously constructed layers of loose and foreign matter. Maintain material water content during the placing period to obtain the compaction specified. Make adjustments in placing procedures or equipment to obtain true grades, to minimize segregation and degradation, to reduce or increase water content, and to insure a satisfactory base course.

3.3.1 Stationary-Plant Method

Mix aggregates, binder material and water until a uniform homogeneous mixture is obtained. Do not dump materials in piles; place in layers of essentially uniform thickness, not to exceed 6 inches after compaction, by an approved spreader. Tail gate spreading will be acceptable only with permission, under conditions such as where space limitations prohibit use of the spreader.

3.3.2 Windrow Traveling-Plant Method

Place aggregates and binder materials in windrows of such cross section and proportions that, when picked up, mixed, and redeposited in windrows, the finished mixture shall conform to the specified requirements. Do not exceed the rated capacity of the traveling plant with the size of the windrow of the combined materials. Add water, in quantity sufficient to provide the necessary moisture content for compacting, to the aggregates at the time of mixing. Mix materials uniformly by the traveling plant, deposit in windrows of uniform cross section, and spread in a layer of uniform thickness to the required contour and grades.

3.4 COMPACTING AND FINISHING

Immediately following the placing, spread the finished mixture uniformly in a layer and bring to optimum moisture content. The loose thickness and

the surface of the layer shall be such that the specified density and the required thickness shall be obtained after compaction. Compact the layer with steel-faced, vibrating or pneumatic-tired rollers, or other suitable compacting equipment or combinations thereof. Continue compacting until the layer is compacted through the full depth to a field density of at least 100 percent of the maximum density at optimum moisture content tested in accordance with ASTM D6938. In areas not accessible to rollers or compactors, compact the mixture with mechanical hand tampers. If the mixture is excessively moistened by rain, aerate by blade graders, or other suitable equipment. Aerate until the moisture content of the material is that needed to obtain the required density. Finish the surface of the layer by a combination of rolling and blading. Final surface shall be smooth and free from waves, irregularities, and ruts or soft yielding spots.

3.5 FINISHING AT EDGES OF BASE COURSE

Place earth or other approved materials along the edges of the base course in such quantity that it will compact to the thickness of the course being constructed. When the course is being constructed in two or more layers, place material to the thickness of each layer. In each operation, allow at least a one foot width of the shoulder to be rolled and compacted simultaneously with the rolling and compacting of each layer.

3.6 FIELD QUALITY CONTROL

Approve materials and material sources in advance of the use of such materials in the work. Replace base where samples are removed. Take duplicate samples at the same time and in the same manner as the original.

3.6.1 Sampling

3.6.1.1 Aggregates at the Source

Prior to production and delivery of aggregates, take at least one initial sample in accordance with ASTM D75/D75M. Collect each sample by taking three incremental samples at random from the source material to make a composite sample of not less than 50 pounds. Repeat above sampling when source of material is changed or when unacceptable deficiencies or variations from specified grading of materials are found in testing.

3.6.1.2 During Construction

Take one random sample from each 1000 tons of completed course material, but not less than one random sample per day's run. Take samples in accordance with ASTM D75/D75M.

3.6.1.3 Sample Identification

Place each sample in a clean container, securely fastened to prevent loss of material. Tag each sample for identification and with the following information:

Contract No._____
Sample No._____ Quality _____
Date of Sample_____
Sampler_____
Source_____
Intended Use_____

For Testing_____

3.6.2 Testing

3.6.2.1 Aggregates

Test each sample of base course material without delay. Make gradation tests from each sample in accordance with ASTM C136. Make sieve analysis on material passing the No. 200 sieve in accordance with ASTM C117.

3.6.2.2 Smoothness Tests

Test with a 10 foot straightedge, applied parallel with and at right angles to the center line of the paved area. Correct deviations in the surface in excess of 1/2 inch by loosening, adding or removing material, reshaping, watering, and compacting. The smoothness requirements specified herein apply only to the top layer when base course is constructed in more than one layer.

3.6.2.3 Field Density Tests

ASTM D6938. Take one test for each 250 square yards of each layer of base course for contiguous areas (i.e., new shoulders adjacent to runways) and one test for isolated areas less than 250 square yards (i.e., new fillets at taxiway to runway intersections).

NOTE: In accordance with the project plans, this specification shall be used for base material utilized for full-depth concrete slab replacement in addition to flexible pavement. When used for this purpose, take one field density test at each replacement slab location.

3.6.2.4 Laboratory Density Tests

In accordance with ASTM D1557, Method D.

3.6.2.5 Thickness Tests

Measure thickness of base course at intervals such that there will be a depth measurement for at least each 250 square yards of complete base course. Make depth measurements by test holes, at least 3 inches in diameter, through the base course. Where base course deficiency is more than 1/2 inch, correct by scarifying, adding mixture of proper gradation, reblading, and recompacting. Where the measured thickness is more than 1/2 inch thicker than indicated, consider it as the indicated thickness plus 1/2 inch for determining the average. The average thickness is the average of the depth measurements and shall not underrun the thickness indicated.

3.7 MAINTENANCE

After construction is completed, maintain the base course throughout, except where portion of the succeeding course is under construction thereon. Maintenance includes drainage, rolling, shaping, and watering, as necessary, to maintain the course in proper condition. Correct

deficiencies in thickness, composition, construction, smoothness, and density, which develop during the maintenance, to conform to the requirements specified herein. Maintain sufficient moisture by light sprinkling with water at the surface to prevent a dusty condition.

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BITUMINOUS TACK AND PRIME COATS
08/08

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)

AASHTO M 81	(1992; R 2008) Standard Specification for Cutback Asphalt (Rapid-Curing Type)
AASHTO T 102	(2009) Standard Method of Test for Spot Test of Asphaltic Materials
AASHTO T 40	(2002; R 2006) Sampling Bituminous Materials

ASTM INTERNATIONAL (ASTM)

ASTM D140/D140M	(2009) Standard Practice for Sampling Bituminous Materials
ASTM D2028/D2028M	(2010) Cutback Asphalt (Rapid-Curing Type)
ASTM D2397	(2005) Standard Specification for Cationic Emulsified Asphalt
ASTM D2995	(1999; R 2009) Determining Application Rate of Bituminous Distributors
ASTM D977	(2012b) Emulsified Asphalt

1.2 SYSTEM DESCRIPTION

1.2.1 General Requirements

Plant, equipment, machines and tools used in the work are subject to approval and shall be maintained in a satisfactory working condition at all times. Calibrated equipment such as asphalt distributors, scales, batching equipment, spreaders and similar equipment, should have been recalibrated by a calibration laboratory within 6 months prior to commencing work and every 6 months thereafter, by such laboratory from the date of recalibration, during the term of the contract.

1.2.2 Bituminous Distributor

Provide a distributor with pneumatic tires of such size and number that the load produced on the base surface does not exceed 650 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 plus or minus 5 percent, 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.

1.2.3 Heating Equipment for Storage Tanks

The equipment for heating the bituminous material shall be steam, electric, or hot oil heaters. Provide steam heaters consisting of steam coils and equipment for producing steam, so designed that the steam cannot get into the material. Fix an armored thermometer to the tank with a temperature range from 40 to 400 degrees F so that the temperature of the bituminous material may be determined at all times.

1.2.4 Power Brooms and Power Blowers

Use power brooms and power blowers suitable for cleaning the surfaces to which the bituminous coat is to be applied.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data

Waybills and Delivery Tickets

SD-06 Test Reports

Sampling and Testing

1.4 DELIVERY, STORAGE, AND HANDLING

Inspect the materials delivered to the site for contamination and damage. Unload and store the materials with a minimum of handling.

1.5 ENVIRONMENTAL REQUIREMENTS

Apply bituminous coat only when the surface to receive the bituminous coat is dry. Apply bituminous coat only when the atmospheric temperature in the shade is 50 degrees F or above and when the temperature has not been below 35 degrees F for the 12 hours prior to application, unless otherwise directed.

PART 2 PRODUCTS

2.1 PRIME COAT

Provide asphalt conforming to AASHTO M 81, Grade RC-70 and specified in the following two subparagraphs.

2.1.1 Cutback Asphalt

Provide cutback asphalt conforming to ASTM D2028/D2028M, Grade RC-70.

2.1.2 Emulsified Asphalt

Provide emulsified asphalt conforming to ASTM D977, Type SS-1 or SS1h, or ASTM D2397, Type CSS-1 or CSS-1h.

2.2 TACK COAT

Provide asphalt conforming to AASHTO M 81 Grade RC-70.

2.2.1 Cutback Asphalt

Provide cutback asphalt conforming to ASTM D2028/D2028M, Grade RC-70.

2.2.2 Emulsified Asphalt

Provide emulsified asphalt conforming to ASTM D977, Type SS-1 or SS1h, or ASTM D2397, Type CSS-1 or CSS-1h. Dilute the emulsified asphalt with equal parts of water. The base asphalt used to manufacture the emulsion shall show a negative spot when tested in accordance with AASHTO T 102 using standard naphtha.

PART 3 EXECUTION

3.1 PREPARATION OF SURFACE

Immediately before applying the bituminous coat, remove all loose material, dirt, clay, or other objectionable material from the surface to be treated by means of a power broom or blower supplemented with hand brooms. The surface shall be dry and clean at the time of treatment.

3.2 APPLICATION RATE

The exact quantities within the range specified, which may be varied to suit field conditions.

3.2.1 Tack Coat

Apply bituminous material for the tack coat in quantities of not less than 0.05 gallon nor more than 0.15 gallon per square yard of pavement surface.

3.2.2 Prime Coat

Apply bituminous material for the prime coat in quantities of not less than 0.18 gallon nor more than 0.35 gallon per square yard of pavement surface.

3.3 APPLICATION TEMPERATURE

3.3.1 Viscosity Relationship

Asphalt application temperature shall provide an application viscosity between 10 and 60 seconds, Saybolt Furol, or between 20 and 120 centistokes, kinematic. Furnish the temperature viscosity relation to the Contracting Officer.

3.3.2 Temperature Ranges

The viscosity requirements determine the application temperature to be used. The following is a normal range of application temperatures:

Liquid Asphalts	
RC-70	120-200 degrees F*
Emulsions	
SS-1	70-160 degrees F
SS-1h	70-160 degrees F
CSS-1	70-160 degrees F
CSS-1h	70-160 degrees F

These temperature ranges exceed the flash point of the material and care should be taken in their heating.

3.4 APPLICATION

3.4.1 General

Following preparation and subsequent inspection of the surface, apply the bituminous prime or tack coat with the Bituminous Distributor at the specified rate with uniform distribution over the surface to be treated. Properly treat all areas and spots missed by the distributor with the hand spray. Until the succeeding layer of pavement is placed, maintain the surface by protecting the surface against damage and by repairing deficient areas at no additional cost to the Government. If required, spread clean dry sand to effectively blot up any excess bituminous material. No smoking, fires, or flames other than those from the heaters that are a part of the equipment are permitted within 25 feet of heating, distributing, and transferring operations of bituminous material other than bituminous emulsions. Prevent all traffic, except for paving equipment used in constructing the surfacing, from using the underlying material, whether primed or not, until the surfacing is completed. The bituminous coat shall conform to all requirements as described herein.

3.4.2 Prime Coat

Apply a prime coat to all areas with an exposed, granular base (i.e., new shoulders, full-depth repair sections, and new pavement areas). The prime coat is required if it will be at least 7 days before the surfacing (Asphalt cement hot mix concrete) layer is constructed on the underlying (base course, etc.) compacted material. The type of liquid asphalt and application rate will be as specified herein. Protect the underlying from

any damage (water, traffic, etc.) until the surfacing is placed. If the Contractor places the surfacing within seven days, the choice of protection measures or actions to be taken is at the Contractor's option. Repair (recompact or replace) damage to the underlying material caused by lack of, or inadequate, protection by approved methods at no additional cost to the Government. If the Contractor opts to use the prime coat, apply as soon as possible after consolidation of the underlying material. Apply the bituminous material uniformly over the surface to be treated at a pressure range of 25 to 75 psi; the rate shall be as specified above in paragraph APPLICATION RATE. To obtain uniform application of the prime coat on the surface treated at the junction of previous and subsequent applications, spread building paper on the surface for a sufficient distance back from the ends of each application to start and stop the prime coat on the paper and to ensure that all sprayers will operate at full force on the surface to be treated. Immediately after application remove and destroy the building paper.

3.4.3 Tack Coat

Apply tack coat to all asphalt to asphalt interfaces (i.e., asphalt overlays, and asphalt to asphalt joints). Apply the tack coat when the surface to be treated is dry. Immediately following the preparation of the surface for treatment, apply the bituminous material by means of the bituminous distributor, within the limits of temperature specified herein and at a rate as specified above in paragraph APPLICATION RATE. Apply the bituminous material so that uniform distribution is obtained over the entire surface to be treated. Treat lightly coated areas and spots missed by the distributor with the bituminous material. Following the application of bituminous material, allow the surface to cure without being disturbed for period of time necessary to permit setting of the tack coat. Apply the bituminous tack coat only as far in advance of the placing of the overlying layer as required for that day's operation. Maintain and protect the treated surface from damage until the succeeding course of pavement is placed.

3.5 CURING PERIOD

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.

3.6 FIELD QUALITY CONTROL

Samples of the bituminous material shall be tested for compliance with the applicable specified requirements. A sample shall be obtained and tested by the Contractor for every 5,000 gallons of bituminous material used.

3.7 SAMPLING AND TESTING

Submit copies of all test results for emulsified asphalt, and bituminous materials, within 24 hours of completion of tests. Furnish certified copies of the manufacturer's test reports indicating temperature viscosity relationship for cutback asphalt, compliance with applicable specified

requirements, not less than 30 days before the material is required in the work. Perform sampling and testing by an approved commercial testing laboratory or by facilities furnished by the Contractor. No work requiring testing will be permitted until the facilities have been inspected and approved.

3.7.1 Sampling

The samples of bituminous material, unless otherwise specified, shall be in accordance with ASTM D140/D140M or AASHTO T 40. Sources from which bituminous materials are to be obtained shall be selected and notification furnished the Contracting Officer within 15 days after the award of the contract.

3.7.2 Calibration Test

Furnish all equipment, materials, and labor necessary to calibrate the bituminous distributor. Calibration shall be made with the approved job material and prior to applying the bituminous coat material to the prepared surface. Calibrate the bituminous distributor in accordance with ASTM D2995.

3.7.3 Trial Applications

Before providing the complete bituminous coat, 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.

3.7.3.1 Tack Coat Trial Application Rate

Unless otherwise authorized, apply the trial application rate of bituminous tack coat materials in the amount of 0.05 gallons per square yard. Other trial applications shall be made using various amounts of material as may be deemed necessary.

3.7.3.2 Prime Coat Trial Application Rate

Unless otherwise authorized, apply the trial application rate of bituminous materials in the amount of 0.25 gallon per square yard. Other trial applications shall be made using various amounts of material as may be deemed necessary.

3.7.4 Sampling and Testing During Construction

Perform quality control sampling and testing as required in paragraph FIELD QUALITY CONTROL.

3.8 TRAFFIC CONTROLS

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.

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BITUMINOUS SURFACE TREATMENT
11/08

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C131/C131M	(2014) Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	(2006) Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM C29/C29M	(2009) Standard Test Method for Bulk Density ("Unit Weight") and Voids in Aggregate
ASTM C88	(2013) Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM D1139/D1139M	(2009) Aggregate for Single or Multiple Bituminous Surface Treatments
ASTM D140/D140M	(2014) Standard Practice for Sampling Bituminous Materials
ASTM D2028/D2028M	(2010) Cutback Asphalt (Rapid-Curing Type)
ASTM D2397/D2397M	(2013) Standard Specification for Cationic Emulsified Asphalt
ASTM D3381/D3381M	(2013) Viscosity-Graded Asphalt Cement for Use in Pavement Construction
ASTM D3625/D3625M	(2012) Standard Practice for Effect of Water on Bituminous-Coated Aggregate Using Boiling Water
ASTM D75/D75M	(2014) Standard Practice for Sampling Aggregates
ASTM D946/D946M	(2009a) Penetration-Graded Asphalt Cement for Use in Pavement Construction
ASTM D977	(2013; E 2014) Emulsified Asphalt

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data

Waybills and Delivery Tickets
Cutback Asphalt
Asphalt Cement

SD-06 Test Reports

Tests

1.3 QUALITY ASSURANCE

1.3.1 Safety Precautions

No smoking, or open flames shall be permitted within 25 feet of heating, distributing, or transferring operations of bituminous materials other than bituminous emulsions.

1.3.2 Sampling and Testing

Sampling and testing is the responsibility of the Contractor. Sampling and testing shall be performed by an approved commercial testing laboratory, or by the Contractor, subject to approval. Sampling shall be in accordance with ASTM D75/D75M for aggregates and ASTM D140/D140M for bituminous material, unless otherwise directed. Perform aggregate gradation tests on each sample in accordance with ASTM C136. Perform all other aggregate tests on the initial source samples and repeat tests when there is a change of source. Perform sieve analyses daily from material samples. The tests shall include an analysis of each gradation of material. Perform tests in sufficient number to ensure that materials meet specified requirements. Submit copies of test results, within 24 hours after completion of each test.

1.3.3 Wear Test

Perform the wear test in accordance with ASTM C131/C131M to ensure that aggregates have a percentage of wear not exceeding 40 percent after 500 revolutions. One test shall be performed for every 500 tons of aggregates in stockpiles or at the source.

1.3.4 Soundness Test

Perform the soundness test as specified by ASTM C88 to ensure that aggregates have a weight loss not greater than 12 percent when subjected to five cycles of the magnesium sulfate test. One test shall be performed for every 500 tons of aggregates in stockpiles or at the source.

1.3.5 Stripping Test

Perform stripping tests meeting the requirements of ASTM D3625/D3625M. Deleterious substances shall not exceed the requirements of

ASTM D1139/D1139M.

1.4 DELIVERY, STORAGE, AND HANDLING

Inspect the materials delivered to the site for contamination and damage. Unload and store the materials with a minimum of handling. Store aggregates preventing segregation and contamination.

1.5 ENVIRONMENTAL REQUIREMENTS

Apply bituminous surface treatment only when the existing surface or base course is dry or contains moisture not in excess of the amount that will permit uniform distribution and the desired adhesion. Bituminous surface treatment shall not be applied when either the atmospheric temperature, in the shade, is below 50 degrees F or the pavement surface to be treated is below 70 degrees F unless otherwise directed.

PART 2 PRODUCTS

2.1 EQUIPMENT

Provide equipment dependable and adequate for the purpose intended and properly maintained in satisfactory and safe operating condition at all times. Discontinue the use of equipment which fails to produce satisfactory work and replace with satisfactory equipment. Calibrated equipment such as asphalt distributors, scales, batching equipment, spreaders and similar equipment, shall have been recalibrated by an approved calibration laboratory within 12 months prior to commencing work and every 12 months thereafter, by such laboratory from the date of recalibration, during the term of the contract.

2.1.1 Bituminous Distributors

The distributors shall have pneumatic tires of such width and number that the load produced on the base surface does not exceed 650 pounds per inch of tire width. Distributors shall be designed and equipped to distribute bituminous material uniformly at even heat on various widths of surface at readily determined and controlled rates ranging from 0.05 to 2.00 gallons/square yard, with a pressure range of 25 to 75 psi. The allowable variation from any specified rate shall not exceed 5 percent. Distributor equipment shall include a separate power unit for the bitumen pump, full-circulation spray bars, tachometer, pressure gauges, volume-measuring devices, a thermometer for reading the temperature of tank contents, and a hose attachment suitable for applying bituminous material to areas not accessible with distributor spray bar. The distributor shall be equipped for circulation and agitation of bituminous material during the heating process.

2.1.2 Single-Pass, Surface-Treatment Machines

The machines shall be capable of spraying bituminous material and spreading aggregate in one pass. Bituminous spraying equipment shall conform to the requirements given above for a bituminous distributor. The machine shall be capable of spreading aggregates at controlled amounts per square yard as specified. In addition, the single-pass, surface-treatment machine shall be capable of placing a surface treatment adjacent to an existing surface treatment, forming a joint of the same thickness and uniformity as other portions of the surface treatment. Ridges or blank spaces will not be permitted. Joints in the second application shall be

formed at least 1 foot from those formed in the first application.

2.1.3 Heating Equipment for Storage Tanks

The equipment shall consist of coils and equipment for producing steam or hot oil and be designed to prevent the introduction of steam or hot oil into the material. An armored thermometer with a range of 100 to 400 degrees F shall be affixed to the tank so the temperature of the bituminous material may be determined at all times.

2.1.4 Power Rollers

Power rollers shall be steel-wheeled or pneumatic-tired type, conforming to the following requirements:

a. Steel-wheeled rollers shall have at least one steel drum and weigh a minimum of 5 tons. Steel wheels of the rollers shall be equipped with adjustable scrapers.

b. Pneumatic-tired rollers shall be self-propelled and have wheels mounted on two axles in such manner that the rear tires will not follow in the tracks of the forward group. Tires shall be uniformly inflated to not less than 60 psi nor more than 80 psi pressure. The pneumatic-tired rollers shall be equipped with boxes or platforms for ballast loading and shall be loaded so that the tire print width of each wheel is not less than the clear distance between tire prints.

2.1.5 Mechanical Spreaders

The spreaders shall be adjustable and capable of spreading aggregate at controlled amounts per square yard, as specified.

2.1.6 Brooms and Blowers

The machines shall be of the power type, capable of cleaning surfaces to be treated.

2.1.7 Scales

The scales shall be standard truck scales of the beam type equipped with a weight-recording device. The scales shall be sufficient in size and capacity to accommodate the trucks used in hauling aggregates. The scales shall be tested and approved by an inspector of the State Inspection Bureau charged with scale inspection within the state in which the project is located. If an official of the inspection bureau is not available, the scales shall be tested in accordance with state specifications in the presence of the Contracting Officer. Keep the necessary number of standard weights on hand, at all times, for testing the scales.

2.1.8 Weighhouse

Provide a weatherproof weighhouse constructed in a manner to afford adequate protection for the indicating and recording devices of the scales.

2.2 MATERIALS

Use mineral aggregate and bituminous material of the following types, gradations, grades, and consistencies that meet the requirements of

stripping, wear, and soundness tests as specified in paragraph SAMPLING AND TESTING.

2.2.1 Mineral Aggregate

Provide aggregate consisting of crushed stone, crushed gravel, or crushed slag of such nature that thorough coating of bituminous material, used in the work, will not strip off upon contact with water. Moisture content of the aggregate shall be such that the aggregate will be readily coated with the bituminous material. Drying may be required, as directed. Aggregate shall conform to the gradation shown below. Determine gradation of the aggregates by ASTM C136.

AGGREGATE GRADATION DOUBLE BITUMINOUS SURFACE TREATMENT (PERCENT BY WEIGHT PASSING)		
Sieve Designation	No. 3	No. 4
1 inch	--	--
3/4 inch	100	--
1/2 inch	90-100	--
3/8 inch	40-70	100
No. 4	0-15	85-100
No. 8	0-5	10-40
No. 16	--	0-10
No. 50		0-5

2.2.1.1 Crushed Stone

Provide crushed stone consisting of clean, sound, durable particles, free of soft or disintegrated pieces, dust, or foreign matter.

2.2.1.2 Crushed Gravel

Provide crushed gravel consisting of clean, sound, durable particles, free of soft or disintegrated pieces or foreign matter. At least 90 percent by weight of the particles shall have at least two fractured faces.

2.2.1.3 Crushed Slag

Provide crushed slag which is an air-cooled blast-furnace product having a dry weight of not less than 70 pcf, and consists of angular particles uniform in density and quality and free of dust and foreign matter. Determine the weight of a cubic foot of slag aggregate by ASTM C29/C29M.

2.2.1.4 Aggregate Quantities

The bituminous material and aggregate shall be spread within the quantity limits shown below. The individual quantities of bituminous material and

aggregate may be varied to meet specific field conditions at all times during progress of the work, as directed, without adjustments to contract unit prices. Aggregate weights shown are for aggregates having a specific gravity of 2.65. If the specific gravity of the aggregate used is other than 2.65, appropriate adjustments shall be made in number of pounds required to ensure a constant volume of aggregate per square yard of treatment.

QUANTITIES (PER SQUARE YARD) FOR DOUBLE SURFACE TREATMENT				
Gradation No.	Bituminous Material (Gallons) First Application	Aggregate (Pounds) First Spreading	Bituminous Material (Gallons) Second Application	Aggregate (Pounds) Second Spreading
3	0.15-0.20	20-25	--	--
4	--	--	0.15-0.20	10-15

2.2.2 Bituminous Materials

2.2.2.1 Cutback Asphalt

Rapid curing cutback asphalt shall conform to ASTM D2028/D2028M, Designation RC-800. Submit temperature-viscosity relationship of cutback asphalt.

2.2.2.2 Emulsified Asphalt

Rapid-setting emulsified asphalt shall conform to ASTM D977, Grade RS-1 or RS-2 or ASTM D2397/D2397M, Grade CRS-1 or CRS-2.

2.2.2.3 Asphalt Cement

Asphalt cement shall conform to ASTM D946/D946M, Penetration Grade 200-300 or ASTM D3381/D3381M, Viscosity Grade AC-5, AC-10, or AC-20. Submit temperature-viscosity relationship of asphalt cement.

PART 3 EXECUTION

3.1 SURFACE PREPARATION

Immediately before applying the first course of bituminous material, clean the surface of loose material with power brooms or power blowers. Take care to remove all dirt, clay, and other loose or foreign matter. Flush the surface with water, when necessary to achieve a clean surface, only when directed by the Contracting Officer; allow the surface to dry after flushing.

3.2 APPLICATION OF FIRST COURSE

3.2.1 Bituminous Material

Apply bituminous material by means of a bituminous distributor at the temperature specified in paragraph APPLICATION TEMPERATURE OF MATERIALS,below or as directed; and within the limits specified in paragraph QUANTITY LIMITS in PART 1. Apply bituminous material in such a manner that uniform distribution is obtained over all surfaces treated. Unless the distributor is equipped to obtain a satisfactory result at the junction of previous and subsequent applications, building paper shall be spread on the surface for a sufficient distance back from the ends of each application so that flow through the sprays may be started and stopped on the paper in order that all sprays will operate at full force on the surface treated. Immediately after application, remove and destroy the building paper. Areas inaccessible to the distributor shall be properly treated with bituminous material using the hose attachment. Protect adjacent buildings, structures, and trees to prevent their being spattered or marred.

3.2.2 Spreading of Aggregate

Immediately following application of bituminous material, spread aggregate uniformly over the surface within the limits of the quantities specified in paragraph QUANTITY LIMITS in PART 1. Spreading shall be done with mechanical spreaders. Spread aggregate evenly by hand on all areas missed by the mechanical spreader. Equipment spreading aggregate shall be operated backwards, so that the bituminous material will be covered ahead of the truck wheels. When hand spreading is employed on inaccessible areas, spread aggregate directly from trucks. Additional aggregate shall be spread by hand over areas having insufficient cover, and spreading shall continue during these operations when necessary.

3.2.3 Brooming and Rolling

Roll the surface with a pneumatic-tired and a steel-wheeled roller after sufficient aggregate is spread. Continue rolling until no more aggregate can be worked into the treated surface. The use of the steel-wheeled roller will be discontinued, or a lighter weight steel wheel roller substituted, as directed, if the roller being used causes excessive crushing and shattering of the aggregate. If the aggregate is not distributed properly, broom the surface as soon as possible after the first coverage by the roller, but not until the surface has set sufficiently to prevent excessive marking. Brooming, rolling, and supplemental spreading of aggregate shall continue until the surface is cured and rolled sufficiently to key and set the aggregate. In places not accessible to rollers, compact the aggregate with pneumatic tampers. Aggregate that becomes contaminated with foreign matter shall be removed, replaced with clean aggregate, and rerolled, as directed. Maintain and protect the treated areas by use of barricades for a period not to exceed 30 days.

3.3 APPLICATION OF SECOND COURSE

3.3.1 Bituminous Treatment

Apply the bituminous material for the second course within 48 hours after construction of the first course, weather permitting. Remove excess aggregate prior to the second application of bituminous material. If the

treated surface is excessively moistened by rain, allow the surface to dry for such time as deemed necessary. Perform the second application of bituminous material in the manner specified in paragraph APPLICATION OF FIRST COURSE, including temperature and QUANTITY LIMITS.

3.3.2 Aggregate

Immediately following the second application of bitumen, aggregate conforming to the gradation and limits specified in paragraph QUANTITY LIMITS shall be spread uniformly over the bituminous material and processed in the manner specified for the first course.

3.3.3 Brooming and Rolling Second Course

The surface shall be rolled and broomed in the manner specified for the first course until a thoroughly bonded, smooth, even-textured surface is produced. Sweep off the surface surplus aggregate and remove it prior to final acceptance.

3.4 APPLICATION TEMPERATURE OF MATERIALS

3.4.1 Cutback Asphalt

Use Saybolt Furol as necessary to provide an application viscosity between 40 and 120 centistokes, kinematic or 20 and 60 seconds.

3.4.2 Emulsified Asphalt

Within the following ranges:

RS-1: 70-140 degrees F.

RS-2, CRS-1 and CSR-2: 125-185 degrees F.

3.4.3 Asphalt Cement

Use Saybolt Furol as necessary to provide an application viscosity between 40 and 120 centistokes, kinematic or 20 and 60 seconds.

3.5 TRIAL APPLICATION

Preliminary to providing a complete surface treatment, treat two lengths of at least 100 feet each for the full width of the distributor bar. Use the appropriate typical application rates specified herein for one surface treatment trial. Make other surface treatment trials using various amounts of materials as may be deemed necessary.

3.6 PROTECTION

Keep all traffic off surfaces freshly treated with bituminous material. Provide sufficient warning signs and barricades so that traffic will not travel over freshly treated surfaces. Protect the treated areas from traffic for at least 24 hours after final application of bituminous material and aggregate, or for such time as necessary to prevent picking up. Immediately prior to opening to traffic, roll the entire treated area with a self-propelled pneumatic-tired roller.

-- End of Section --

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HOT-MIX ASPHALT AIRFIELD PAVING
11/15

PART 1 GENERAL

1.1 PERCENT PAYMENT

When a lot of material fails to meet the specification requirements for 100 percent pay as outlined in the following paragraphs, that lot shall be removed and replaced, or accepted at a reduced price which will be computed by multiplying the unit price by the lot's pay factor. The lot pay factor is determined by taking the lowest computed pay factor based on either laboratory air voids, in-place density, grade or smoothness (each discussed below). Pay factors based on different criteria (i.e., laboratory air voids and in-place density) of the same lot will not be multiplied together to get a lower lot pay factor. At the end of the project, an average of all lot pay factors will be calculated. If this average lot pay factor exceeds 95.0 percent and no individual lot has a pay factor less than 75.1 percent, then the percent payment for the entire project will be 100 percent of the unit bid price. If the average lot pay factor is less than 95.0 percent, then each lot will be paid for at the unit price multiplied by the lot's pay factor. For any lots which are less than 2000 short tons, a weighted lot pay factor will be used to calculate the average lot pay factor.

1.1.1 Mat and Joint Densities

The average in-place mat and joint densities are expressed as a percentage of the average theoretical maximum density (TMD) for the lot. The average TMD for each lot will be determined as the average TMD of the two random samples per lot. The average in-place mat density and joint density for a lot are determined and compared with Table 1 to calculate a single pay factor per lot based on in-place density, as described below. First, a pay factor for both mat density and joint density are determined from Table 1. The area associated with the joint is then determined and will be considered to be 10 feet wide times the length of completed longitudinal construction joint in the lot. This area will not exceed the total lot size. The length of joint to be considered will be that length where a new lane has been placed against an adjacent lane of hot-mix asphalt pavement, either an adjacent freshly paved lane or one paved at any time previously. The area associated with the joint is expressed as a percentage of the total lot area. A weighted pay factor for the joint is determined based on this percentage (see example below). The pay factor for mat density and the weighted pay factor for joint density is compared and the lowest selected. This selected pay factor is the pay factor based on density for the lot. When the TMD on both sides of a longitudinal joint is different, the average of these two TMD will be used as the TMD needed to calculate the percent joint density. Rejected lots shall be removed and replaced. Rejected areas adjacent to longitudinal joints shall be removed 4 inches into the cold (existing) lane. All density results for a lot will be completed and reported within 24 hours after the construction of that lot.

Table 1. Pay Factor Based on In-place Density		
Average Mat Density (4 cores)	Pay Factor, percent	Average Joint Density (4 cores)
94.0 - 96.0	100.0	Above 92.5
93.9	100.0	92.4
93.8 or 96.1	99.9	92.3
93.7	99.8	92.2
93.6 or 96.2	99.6	92.1
93.5	99.4	92.0
93.4 or 96.3	99.1	91.9
93.3	98.7	91.8
93.2 or 96.4	98.3	91.7
93.1	97.8	91.6
93.0 or 96.5	97.3	91.5
92.9	96.3	91.4
92.8 or 96.6	94.1	91.3
92.7	92.2	91.2
92.6 or 96.7	90.3	91.1
92.5	87.9	91.0
92.4 or 96.8	85.7	90.9
92.3	83.3	90.8
92.2 or 96.9	80.6	90.7
92.1	78.0	90.6
92.0 or 97.0	75.0	90.5
below 92.0, above 97.0	0.0 (reject)	below 90.5

1.1.2 Pay Factor Based on In-place Density

An example of the computation of a pay factor (in I-P units only) based on in-place density, is as follows: Assume the following test results for field density made on the lot: (1) Average mat density = 93.2 percent (of lab TMD). (2) Average joint density = 91.5 percent (of lab TMD). (3) Total area of lot = 30,000 square feet. (4) Length of completed longitudinal construction joint = 2,000 feet.

a. Step 1: Determine pay factor based on mat density and on joint density, using Table 1:

Mat density of 93.2 percent = 98.3 pay factor.

Joint density of 91.5 percent = 97.3 pay factor.

b. Step 2: Determine ratio of joint area (length of longitudinal joint x 10 feet) to mat area (total paved area in the lot): Multiply the length of completed longitudinal construction joint by the specified 10 feet width and divide by the mat area (total paved area in the lot).

(2,000 feet x 10 feet)/30000 square feet = 0.6667 ratio of joint area to mat area (ratio).

c. Step 3: Weighted pay factor (wpf) for joint is determined as indicated below:

wpf = joint pay factor + (100 - joint pay factor) (1 - ratio) wpf = 97.3 + (100-97.3) (1-.6667) = 98.2 percent

d. Step 4: Compare weighted pay factor for joint density to pay factor for mat density and select the smaller:

Pay factor for mat density: 98.3 percent. Weighted pay factor for joint density: 98.2 percent

Select the smaller of the two values as pay factor based on density: 98.2 percent

1.1.3 Payment Adjustment for Smoothness (Final Wearing Surface Only)

Profilograph Testing. Record the location and data from all profilograph measurements. When the Profile Index of a lot exceeds the tolerance specified in paragraph SMOOTHNESS REQUIREMENTS by 1.0 inch per mile, but less than 2.0 inches per mile, after any reduction of high spots or removal and replacement, the computed pay factor for that lot based on surface smoothness will be 95 percent. When the Profile Index exceeds the tolerance by 2.0 inches per mile, but less than 3.0 inches per mile, the computed pay factor will be 90 percent. When the Profile Index exceeds the tolerance by 3.0 inches per mile, but less than 4.0 inches per mile, the computed pay factor will be 75 percent. Remove and replact the lot when the Profile Index exceeds the tolerance by 4.0 inches per mile or more, at no additional cost to the Government. Regardless of the above, correct any small individual area with surface deviation which exceeds the tolerance given above by more than 5.0 inches per mile or more, by grinding to meet the specification requirements above or remove and replace at no additional cost to the Government.

1.1.4 Laboratory Air Voids and Theoretical Maximum Density

Laboratory air voids will be calculated in accordance with ASTM D3203/D3203M by determining the density of each lab compacted specimen using the laboratory-prepared, thoroughly dry method in ASTM D2726/D2726M and determining the theoretical maximum density (TMD) of two of the sublots using ASTM D2041/D2041M. Laboratory air void calculations for each lot will use the average theoretical maximum density values obtained for the lot. The mean absolute deviation of the four laboratory air void contents (one from each sublot) from the JMF air void content will be evaluated and a pay factor determined from Table 2. All laboratory air void tests will be completed and reported within 24 hours after completion of construction of each lot. The TMD is also used for

computation of compaction, as required in paragraph MAT AND JOINT DENSITIES above.

1.1.5 Mean Absolute Deviation

An example of the computation of mean absolute deviation for laboratory air voids is as follows: Assume that the laboratory air voids are determined from 4 random samples of a lot (where 3 specimens were compacted from each sample). The average laboratory air voids for each sublot sample are determined to be 3.5, 3.0, 4.0, and 3.7. Assume that the target air voids from the JMF is 4.0. The mean absolute deviation is then:

Mean Absolute Deviation = (|3.5 - 4.0| + |3.0 - 4.0| + |4.0 - 4.0| + |3.7 - 4.0|)/4

= (0.5 + 1.0 + 0.0 + 0.3)/4 = (1.8)/4 = 0.45

The mean absolute deviation for laboratory air voids is determined to be 0.45. It can be seen from Table 2 that the lot's pay factor based on laboratory air voids, is 100 percent.

Table 2. Pay Factor Based on Laboratory Air Voids

Mean Absolute Deviation of Lab Air Voids from JMF	Pay Factor, Percent
0.60 or less	100
0.61 - 0.80	98
0.81 - 1.00	95
1.01 - 1.20	90
Above 1.20	reject (0)

1.1.6 Pay Adjustment Based on Grade

Within 5 working days after completion of a particular lot incorporating the final wearing course, test the final wearing surface of the pavement for conformance with specified plan grade requirements. Perform all testing in the presence of the Government. Provide a final wearing surface of pavement conforming to the elevations and cross sections shown and not vary more than 0.03 foot for runways or 0.05 foot for taxiways and aprons from the plan grade established and approved at site of work. Match finished surfaces at juncture with other pavements with finished surfaces of abutting pavements. Deviation from the plan elevation will not be permitted in areas of pavements where closer conformance with planned elevation is required for the proper functioning of drainage and other appurtenant structures involved. The grade will be determined by running lines of levels at intervals of 25 feet, or less, longitudinally and transversely, to determine the elevation of the completed pavement surface. Maintain detailed notes of the results of the testing and provide a copy to the Government immediately after each day's testing. When more than 5 percent of all measurements made within a lot are outside the 0.03 or 0.05 foot tolerance, the pay factor based on grade for that lot will be 95 percent. In areas where the grade exceeds the tolerance by

more than 50 percent, remove the surface lift full depth; and replace the lift with hot-mix asphalt to meet specification requirements, at no additional cost to the Government. Diamond grinding may be used to remove high spots to meet grade requirements. Skin patching for correcting low areas or planing or milling for correcting high areas will not be permitted.

1.2 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)

AASHTO M 156	(2013) Standard Specification for Requirements for Mixing Plants for Hot-Mixed, Hot-Laid Bituminous Paving Mixtures
AASHTO M 320	(2010; 2015) Standard Specification for Performance-Graded Asphalt Binder
AASHTO T 304	(2011; R 2015) Standard Method of Test for Uncompacted Void Content of Fine Aggregate
AASHTO T 308	(2010; R 2015) Standard Method of Test for Determining the Asphalt Binder Content of Hot Mix Asphalt (HMA) by the Ignition Method
AASHTO T 329	(2015) Standard Test Method for Moisture Content of Hot Mix Asphalt (HMA) by Oven Method

ASPHALT INSTITUTE (AI)

AI MS-2	(2015) Asphalt Mix Design Methods

ASTM INTERNATIONAL (ASTM)

ASTM C117	(2013) Standard Test Method for Materials Finer than 75-um (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C127	(2015) Standard Test Method for Density, Relative Density (Specific Gravity), and Absorption of Coarse Aggregate
ASTM C128	(2015) Standard Test Method for Density, Relative Density (Specific Gravity), and Absorption of Fine Aggregate
ASTM C131/C131M	(2014) Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine

ASTM C136/C136M	(2014) Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM C142/C142M	(2010) Standard Test Method for Clay Lumps and Friable Particles in Aggregates
ASTM C29/C29M	(2009) Standard Test Method for Bulk Density ("Unit Weight") and Voids in Aggregate
ASTM C566	(2013) Standard Test Method for Total Evaporable Moisture Content of Aggregate by Drying
ASTM C88	(2013) Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM D1461	(2011) Moisture or Volatile Distillates in Bituminous Paving Mixtures
ASTM D2041/D2041M	(2011) Theoretical Maximum Specific Gravity and Density of Bituminous Paving Mixtures
ASTM D2172/D2172M	(2011) Quantitative Extraction of Bitumen from Bituminous Paving Mixtures
ASTM D2419	(2014) Sand Equivalent Value of Soils and Fine Aggregate
ASTM D242/D242M	(2009; R 2014) Mineral Filler for Bituminous Paving Mixtures
ASTM D2489/D2489M	(2008) Estimating Degree of Particle Coating of Bituminous-Aggregate Mixtures
ASTM D2726/D2726M	(2014) Bulk Specific Gravity and Density of Non-Absorptive Compacted Bituminous Mixtures
ASTM D3203/D3203M	(2011) Percent Air Voids in Compacted Dense and Open Bituminous Paving Mixtures
ASTM D3665	(2012) Random Sampling of Construction Materials
ASTM D3666	(2013) Standard Specification for Minimum Requirements for Agencies Testing and Inspecting Road and Paving Materials
ASTM D4125/D4125M	(2010) Asphalt Content of Bituminous Mixtures by the Nuclear Method
ASTM D4791	(2010) Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D4867/D4867M	(2009; R 2014) Effect of Moisture on

	Asphalt Concrete Paving Mixtures
ASTM D5444	(2015) Mechanical Size Analysis of Extracted Aggregate
ASTM D6307	(2010) Asphalt Content of Hot Mix Asphalt by Ignition Method
ASTM D6925	(2014) Standard Test Method for Preparation and Determination of the Relative Density of Hot Mix Asphalt (HMA) Specimens by Means of the Superpave Gyratory Compactor
ASTM D75/D75M	(2014) Standard Practice for Sampling Aggregates
ASTM D979/D979M	(2015) Sampling Bituminous Paving Mixtures
ASTM E1274	(2003; R 2012) Standard Test Method for Measuring Pavement Roughness Using a Profilograph

U.S. ARMY CORPS OF ENGINEERS (USACE)

COE CRD-C 171	(1995) Standard Test Method for Determining Percentage of Crushed Particles in Aggregate

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-02 Shop Drawings

Placement Plan; G

SD-03 Product Data

Diamond Grinding Plan; G
Mix Design; G
Contractor Quality Control; G

SD-06 Test Reports

Aggregates; G
QC Monitoring

SD-07 Certificates

Asphalt Cement Binder; G
Testing Laboratory

1.4 QUALITY ASSURANCE

Aquire the services of an independent commercial laboratory to perform

acceptance testing. Acceptance of the plant produced mix and in-place requirements will be on a lot to lot basis. A standard lot for all requirements will be equal to 2000 short tons. Where appropriate, adjustment in payment for individual lots of hot-mix asphalt will be made based on in-place density, laboratory air voids, grade and smoothness in accordance with the following paragraphs. Grade and surface smoothness determinations will be made on the lot as a whole. Exceptions or adjustments to this will be made in situations where the mix within one lot is placed as part of both the intermediate and surface courses, thus grade and smoothness measurements for the entire lot cannot be made. In order to evaluate laboratory air voids and in-place (field) density, each lot will be divided into four equal sublots.

1.4.1 Sublot Sampling

One random mixture sample for determining laboratory air voids, theoretical maximum density, and for any additional testing the Government desires, will be taken from a loaded truck delivering mixture to each sublot, or other appropriate location for each sublot. All samples will be selected randomly, using commonly recognized methods of assuring randomness conforming to ASTM D3665 and employing tables of random numbers or computer programs. Laboratory air voids will be determined from three laboratory compacted specimens of each sublot sample in accordance with ASTM D3203/D3203M. The specimens will be compacted within 2 hours of the time the mixture was loaded into trucks at the asphalt plant. Samples will not be reheated prior to compaction and insulated containers will be used as necessary to maintain the temperature.

1.4.2 Additional Sampling and Testing

The Contracting Officer reserves the right to direct additional samples and tests for any area which appears to deviate from the specification requirements. The cost of any additional testing will be paid for by the Government. Testing in these areas will be treated as a separate lot. Payment will be made for the quantity of HMA represented by these tests in accordance with the provisions of this section.

1.4.3 In-place Density

For determining in-place density, obtain one random core (4 inches or 6 inches in diameter) at locations from the mat (interior of the lane and at least 12 inches from longitudinal joint or pavement edge) of each sublot, and one random core taken from the joint (immediately over joint) of each sublot, in accordance with ASTM D979/D979M. Fill all core holes with hot-mix and compact using a standard Marshall hammer to a mat density as specified. Tack coat dry core holes before filling. Each random core will be full thickness of the layer being placed. When the random core is less than 1 inch thick, it will not be included in the analysis. In this case, another random core will be taken. After air drying to meet the requirements for laboratory-prepared, thoroughly dry specimens, cores obtained from the mat and from the joints will be used for in-place density determination in accordance with ASTM D2726/D2726M.

1.4.4 Surface Smoothness

Use a straightedge and profilograph for measuring surface smoothness of runway pavements. Use a straightedge for measuring surface smoothness of all other pavement surfaces. Perform all testing in the presence of the Government. Maintain detailed notes of the testing results and provide a

copy to the Government immediately after each day's testing. Where drawings show required deviations from a plane surface (for instance crowns, drainage inlets), finish the surface to meet the approval of the Government.

1.4.4.1 Smoothness Requirements

1.4.4.1.1 Straightedge Testing

Provide finished surfaces of the pavements withe no abrupt change of 1/8 inch or more, and all pavements within the tolerances specified in Table 3 when checked with an approved 12 foot straightedge.

Table 3. Straightedge Surface Smoothness--Pavements

Pavement Category	Direction of Testing	Tolerance, inch
Runways and taxiway	Longitudinal	1/8
	Transverse	1/4
Shoulders (outside edge stripe)	Longitudinal	1/4
	Transverse	1/4
Calibration hardstands and compass swinging bases	Longitudinal	1/8
	Transverse	1/8
All other airfields and helicopter paved areas	Longitudinal	1/4
	Transverse	1/4

1.4.4.1.2 Profilograph Testing

Provide finished surfaces of runways with a Profile Index not greater than 7 inches per mile when tested with an approved California-type profilograph.

1.4.4.2 Testing Method

After the final rolling, but not later than 24 hours after placement, test the surface of the pavement in each entire lot in a manner to reveal surface irregularities exceeding the tolerances specified above. If any pavement areas are diamond ground, retest these areas immediately after diamond grinding. The maximum area allowed to be corrected by diamond grinding is 10 percent of the total area of the lot. Test the entire area of the pavement with a profilograph. Check a number of random locations along with any observed suspicious locations primarily at transverse and longitudinal joints with the straightedge.

1.4.4.2.1 Straightedge Testing

Hold the straightedge in contact with the pavement surface and measure the

maximum distance between the straightedge and the pavement surface. Determine the amount of surface irregularity 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. Use the straightedge to measure abrupt changes in surface grade.

1.4.4.2.2 Profilograph Testing

Perform profilograph testing using an approved California profilograph and procedures described in ASTM E1274. Provide equipment that utilizes electronic recording and automatic computerized reduction of data to indicate "must-grind" bumps and the Profile Index for the pavement. Use a "blanking band" that is 0.2 inch wide and the "bump template" span 1 inch with an offset of 0.4 inch. Provide profilograph operated by an approved, factory-trained operator on the alignments specified above. Where runway and taxiway intersections are encountered include the start and stop of each crossed facility such that the secondary facility can be easily seen on the testing band. Provide a copy of the reduced tapes to the Government at the end of each day's testing.

1.4.4.2.3 Bumps ("Must Grind" Areas)

Reduce any bumps ("must grind" areas) shown on the profilograph trace which exceed 0.4 inch in height by diamond grinding until they do not exceed 0.3 inch when retested. Taper diamond grinding in all directions to provide smooth transitions to areas not requiring diamond grinding. The following will not be permitted: (1) skin patching for correcting low areas, (2) planing or milling for correcting high areas. Perform additional profilograph testing in all areas corrected by diamond grinding.

1.5 ENVIRONMENTAL REQUIREMENTS

Do not place the hot-mix asphalt upon a wet surface or when the surface temperature of the underlying course is less than specified in Table 4. The temperature requirements may be waived by the Government, if requested; provided all other requirements, including compaction, are met.

Table 4. Surface Temperature Limitations of Underlying Course

Mat Thickness, inches	Degrees F
3 or greater	40
Less than 3	45

PART 2 PRODUCTS

2.1 SYSTEM DESCRIPTION

Perform the work consisting of pavement courses composed of mineral aggregate and asphalt material heated and mixed in a central mixing plant and placed on a prepared course. Provide hot-mix asphalt (HMA) designed and constructed in accordance with this section conforming to the lines, grades, thicknesses, and typical cross sections shown on the drawings. Construct each course to the depth, section, or elevation required by the drawings and rolled, finished, and approved before the placement of the next course. Submit proposed Placement Plan, indicating lane widths,

longitudinal joints, and transverse joints for each course or lift.

2.1.1 Asphalt Mixing Plant

Provide plants used for the preparation of hot-mix asphalt conforming to the requirements of AASHTO M 156 with the following changes:

2.1.1.1 Truck Scales

Weigh the asphalt mixture on approved scales, or on certified public scales at no additional expense to the Government. Inspect and seal scales at least annually by an approved calibration laboratory.

2.1.1.2 Inspection of Plant

Provide access to the Contracting Officer at all times, to all areas of the plant for checking adequacy of equipment; inspecting operation of the plant; verifying weights, proportions, and material properties; checking the temperatures maintained in the preparation of the mixtures and for taking samples. Provide assistance as requested, for the Government to procure any desired samples.

2.1.1.3 Storage Bins

The asphalt mixture may be stored in non-insulated storage bins for a period of time not exceeding 3 hours. The asphalt mixture may be stored in insulated storage bins for a period of time not exceeding 8 hours. Provide the mix drawn from bins that meets the same requirements as mix loaded directly into trucks.

2.1.2 Hauling Equipment

Provide trucks used for hauling hot-mix asphalt that have tight, clean, and smooth metal beds. To prevent the mixture from adhering to them, Lightly coat the truck beds with a minimum amount of paraffin oil, lime solution, or other approved material. Do not use petroleum based products as a release agent. Provide each truck with a suitable cover to protect the mixture from adverse weather. When necessary to ensure that the mixture is delivered to the site at the specified temperature, provide insulated or heated truck beds with covers (tarps) that are securely fastened. Belly dump trucks are not permitted for the delivery of asphalt to the project site. Discharge of hot-mix from the hauling truck directly onto the pavement will not be permitted.

2.1.3 Material Transfer Vehicle (MTV)

A material transfer vehicle is required for this project. Provide Material transfer Vehicles for placement of the hot mix asphalt. To transfer the material from the hauling equipment to the paver, use a self-propelled, material transfer vehicle with a swing conveyor that delivers material to the paver from outside the paving lane and without making contact with the paver. Provide MTV capable to move back and forth between the hauling equipment and the paver providing material transfer to the paver, while allowing the paver to operate at a constant speed. Provide Material Transfer Vehicle with remixing and storage capability to prevent physical and thermal segregation. An asphalt paver equipped with a pickup attachment or a windrow elevator MTV is not an acceptable substitution for an MTV as defined herein.

2.1.4 Asphalt Pavers

Provide mechanical spreading and finishing equipment consisting of a self-powered paver, capable of spreading and finishing the mixture to the specified line, grade, and cross section. Provide paver screed capable of laying a uniform mixture to meet the specified thickness, smoothness, and grade without physical or temperature segregation, the full width of the material being placed. Provide a screed equipped with a compaction device to be used during all placement.

2.1.4.1 Receiving Hopper

Provide paver with a receiving hopper of sufficient capacity to permit a uniform spreading operation and a distribution system to place the mixture uniformly in front of the screed without segregation. Provide a screed that effectively produces a finished surface of the required evenness and texture without tearing, shoving, or gouging the mixture.

2.1.4.2 Automatic Grade Controls

If an automatic grade control device is used, provide a paver equipped with a control system capable of automatically maintaining the specified screed elevation that is automatically actuated from either a reference line or through a system of mechanical sensors or sensor-directed mechanisms or devices which maintain the paver screed at a predetermined transverse slope and at the proper elevation to obtain the required surface. Provide transverse slope controller capable of maintaining the screed at the desired slope within plus or minus 0.1 percent. Do not use the transverse slope controller to control grade. Provide controls capable of working in conjunction with any of the following attachments:

a. Ski-type device of not less than 30 feet in length.

b. Taut stringline set to grade.

c. Short ski or shoe for joint matching.

d. Laser control.

2.1.5 Rollers

Provide rollers in good condition and operated at slow speeds to avoid displacement of the asphalt mixture. Provide sufficient number, type, and weight of rollers to compact the mixture to the required density while it is still in a workable condition. Do not use equipment which causes excessive crushing of the aggregate.

2.1.6 Diamond Grinding

Those performing diamond grinding are required to have a minimum of three years experience in diamond grinding of airfield pavements. In areas not meeting the specified limits for surface smoothness and plan grade, reduce high areas to attain the required smoothness and grade, except as depth is limited below. Reduce high areas by diamond grinding the hardened concrete with an approved equipment after the concrete is at a minimum age of 14 days. Perform diamond grinding by sawing with an industrial diamond abrasive which is impregnated in the saw blades. Assemble the saw blades in a cutting head mounted on a machine designed specifically for diamond grinding that produces the required texture and smoothness level without

damage to the concrete pavement or joint faces. Provide diamond grinding equipment with saw blades that are 1/8-inch wide, a minimum of 60 blades per 12 inches of cutting head width, and capable of cutting a path a minimum of 3 ft wide. Diamond grinding equipment that causes ravels, aggregate fractures, spalls or disturbance to the joints is not be permitted. The maximum area corrected by diamond grinding the surface of the hardened concrete is 10 percent of the total area of any sublot. The maximum depth of diamond grinding is 1/4 inch. Provide diamond grinding machine equipped to flush and vacuum the pavement surface. Dispose of all debris from diamond grinding operations off Government property. Prior to diamond grinding, submit a Diamond Grinding Plan for review and approval. At a minimum, include the daily reports for the deficient areas, the location and extent of deficiencies, corrective actions, and equipment. Remove and replace all pavement areas requiring plan grade or surface smoothness corrections in excess of the limits specified above in conformance with paragraph REPAIR, REMOVAL AND REPLACEMENT OF NEWLY CONSTRUCTED SLABS. All areas in which diamond grinding has been performed will be subject to the thickness tolerances specified in paragraph THICKNESS, above.

Prior to production diamond grinding operations, perform a test section at the approved location, consisting of a minimum of two adjacent passes with a minimum length of 40 feet to allow evaluation of the finish, transition between adjacent passes, and the results of crossing a transverse joint. Production diamond grinding operations cannot be performed prior to approval.

2.2 AGGREGATES

Obtain samples in accordance with ASTM D75/D75M and be representative of the materials to be used for the project. Provide aggregates consisting of crushed stone, crushed gravel, crushed slag, screenings, natural sand and mineral filler, as required. The portion of material retained on the No. 4 sieve is coarse aggregate. The portion of material passing the No. 4 sieve and retained on the No. 200 sieve is fine aggregate. The portion passing the No. 200 sieve is defined as mineral filler. Submit all aggregate test results and samples to the Government at least 28 days prior to start of construction. Perform job aggregate testing no earlier than 6 months before contract award.

2.2.1 Coarse Aggregate

Provide coarse aggregate consisting of sound, tough, durable particles, free from films of material that would prevent thorough coating and bonding with the asphalt material and free from organic matter and other deleterious substances. Provide coarse aggregate particles meeting the following requirements:

a. The percentage of loss not be greater than 40 percent after 500 revolutions when tested in accordance with ASTM C131/C131M.

b. The sodium sulfate soundness loss not exceeding 12 percent, or the magnesium sulfate soundness loss not exceeding 18 percent after five cycles when tested in accordance with ASTM C88.

c. At least 75 percent by weight of coarse aggregate contain at least two or more fractured faces when tested in accordance with COE CRD-C 171 with fractured faces produced by crushing.

d. The particle shape essentially cubical and the aggregate containing not more than 20 percent, by weight, of flat particles and elongated particles (3:1 ratio of maximum to minimum) when tested in accordance with ASTM D4791.

e. Slag consisting of air-cooled, blast furnace slag, with a compacted weight of not less than 75 pounds per cubic foot when tested in accordance with ASTM C29/C29M.

f. Clay lumps and friable particles not exceeding 0.3 percent, by weight, when tested in accordance with ASTM C142/C142M.

2.2.2 Fine Aggregate

Provide fine aggregate consisting of clean, sound, tough, durable particles. Provide aggregate particles that are free from coatings of clay, silt, or any objectionable material, contain no clay balls, and meet the following requirements:

a. Quantity of natural sand (noncrushed material) added to the aggregate blend not exceeding 15 percent by weight of total aggregate.

b. Individual fine aggregate sources with a sand equivalent value greater than 45 when tested in accordance with ASTM D2419.

c. Fine aggregate portion of the blended aggregate with an uncompacted void content greater than 45.0 percent when tested in accordance with AASHTO T 304 Method A.

d. Clay lumps and friable particles not exceeding 0.3 percent, by weight, when tested in accordance with ASTM C142/C142M.

2.2.3 Mineral Filler

Provide mineral filler consisting of a nonplastic material meeting the requirements of ASTM D242/D242M.

2.2.4 Aggregate Gradation

Provide a combined aggregate gradation that conforms to gradations specified in Table 5, when tested in accordance with ASTM C136/C136M and ASTM C117, and does not vary from the low limit on one sieve to the high limit on the adjacent sieve or vice versa, but grades uniformly from coarse to fine. Provide a JMF within the specification limits; however, the gradation can exceed the limits when the allowable deviation from the JMF shown in Tables 8 and 9 are applied.

Table 5. Aggregate Gradations

	Gradation 1 (Base, Intermediate (Binder), and surface courses)	Gradation 2 (Leveling courses)
Sieve Size, inch	Percent Passing by Mass	Percent Passing by Mass
1	---	---
3/4	100	---

Table 5. Aggregate Gradations

	Gradation 1 (Base, Intermediate (Binder), and surface courses)	Gradation 2 (Leveling courses)
Sieve Size, inch	Percent Passing by Mass	Percent Passing by Mass
1/2	90-100	100
3/8	69-89	90-100
No. 4	53-73	58-78
No. 8	38-60	40-60
No. 16	26-48	28-48
No. 30	18-38	18-38
No. 50	11-27	11-27
No. 100	6-18	6-18
No. 200	3-6	3-6

2.3 ASPHALT CEMENT BINDER

Provide asphalt cement binder that conforms to AASHTO M 320 Performance Grade (PG) 76-22. Provide test data indicating grade certification by the supplier at the time of delivery of each load to the mix plant. Submit copies of these certifications to the Government. The supplier is defined as the last source of any modification to the binder. The Government may sample and test the binder at the mix plant at any time before or during mix production.

2.4 MIX DESIGN

Develop the mix design. Perform Job Mix formula (JMF) and aggregates testing no earlier than 6 months before contract award. Provide asphalt mix composed of a mixture of well-graded aggregate, mineral filler if required, and asphalt material. Provide aggregate fractions sized, handled in separate size groups, and combined in such proportions that the resulting mixture meets the grading requirements of Table 5. Do not produce hot-mix asphalt for payment until a JMF has been approved. Design the hot-mix asphalt using the Superpave gyratory compactor set at 75 gyrations. Prepare samples at various asphalt contents and compacted in accordance with ASTM D6925. Use laboratory compaction temperatures for Polymer Modified Asphalts as recommended by the asphalt cement manufacturer. If the Tensile Strength Ratio (TSR) of the composite mixture, as determined by ASTM D4867/D4867M is less than 75, reject the aggregates or the asphalt mixture treated with an anti-stripping agent. Add a sufficient amount of anti-stripping agent to produce a TSR of not less than 75. If an antistrip agent is required, provide it at no additional cost to the Government.

2.4.1 JMF Requirements

Submit the proposed JMF in writing, for approval, at least 21 days prior

to the start of the test section. **Failure to submit all of the listed items will result in a rejection of the entire JMF.** Include as a minimum:

a. Percent passing each sieve size.

b. Percent of asphalt cement.

c. Percent of each aggregate and mineral filler to be used.

d. Asphalt performance grade.

e. Number of Superpave gyratory compactor gyrations.

f. Laboratory mixing temperature.

g. Lab compaction temperature.

h. Temperature-viscosity relationship of the asphalt cement.

i. Plot of the combined gradation on the 0.45 power gradation chart, stating the nominal maximum size.

j. Graphical plots and summary tabulation of air voids, voids in the mineral aggregate, and unit weight versus asphalt content as shown in AI MS-2. Include summary tabulation that includes individual specimen data for each specimen tested.

k. Specific gravity and absorption of each aggregate.

l. Percent natural sand.

m. Percent particles with two or more fractured faces (in coarse aggregate).

n. Fine aggregate angularity.

o. Percent flat or elongated particles (in coarse aggregate).

p. Tensile Strength Ratio and wet/dry specimen test results.

q. Antistrip agent (if required).

r. List of all modifiers.

s. Percentage and properties (asphalt content, binder properties, and aggregate properties) of RAP in accordance with paragraph RECYCLED HOT-MIX ASPHALT, if RAP is used.

Table 6. Superpave Gyratory Compaction Criteria

Test Property	Value
Air voids, percent	4(1)
Percent Voids in mineral aggregate (minimum)	See Table 7

Table 6. Superpave Gyratory Compaction Criteria	
Test Property	Value
Dust Proportion(2)	0.8-1.2
TSR, minimum percent	75
(1) Select the JMF asphalt content corresponding to an air void content of 4 percent. Verify the other properties of Table 6 meet the specification requirements at this asphalt content.	
(2) Dust Proportion is calculated as the aggregate content, expressed as a percent of mass, passing the No. 200 sieve, divided by the effective asphalt content, in percent of total mass of the mixture.	

Table 7. Minimum Percent Voids in Mineral Aggregate (VMA)(1)	
Aggregate (See Table 5)	Minimum VMA, percent
Gradation 1	14
Gradation 2	15
(1) Calculate VMA in accordance with AI MS-2, based on ASTM D2726/D2726M bulk specific gravity for the aggregate.	

2.4.2 Adjustments to JMF

The JMF for each mixture is in effect until a new formula is approved in writing by the Government. Should a change in sources of any materials be made, perform a new mix design and a new JMF approved before the new material is used. Make minor adjustments within the specification limits to the JMF to optimize mix volumetric properties. Adjustments to the original JMF are limited to plus or minus 4 percent on the No. 4 and coarser sieves; plus or minus 3 percent on the No. 8 to No. 50 sieves; and plus or minus 1 percent on the No. 100 sieve. Adjustments to the JMF are limited to plus or minus 1.0 percent on the No. 200 sieve. Asphalt content adjustments are limited to plus or minus 0.40 from the original JMF. If adjustments are needed that exceed these limits, develop a new mix design.

2.5 RECYCLED HOT MIX ASPHALT

If utilized, provide recycled HMA consisting of reclaimed asphalt pavement (RAP), coarse aggregate, fine aggregate, mineral filler, and asphalt cement. Provide RAP of a consistent gradation, asphalt content, and properties. Maintain RAP stockpiles free from contamination, including coal-tar sealers. When RAP is fed into the plant, the maximum RAP chunk size is 2 inches. The individual aggregates in a RAP chunk are not to exceed the maximum size aggregate of the gradation specified in Table 5. Design the recycled HMA mix using procedures contained in AI MS-2. Provide RAP job mix that meets the requirements of paragraph MIX DESIGN. RAP is only allowed to be used for shoulder surface course mixes and for any base and intermediate courses. Limit the amount of RAP so the asphalt binder from the RAP does not exceed 30 percent of the total asphalt content.

2.5.1 RAP Aggregates and Asphalt Cement

Provide a blend of aggregates used in the recycled mix that meet the requirements of paragraph AGGREGATES. Establish the percentage of asphalt in the RAP for the mixture design according to ASTM D2172/D2172M using the appropriate dust correction procedure.

2.5.2 RAP Mix

Select the virgin asphalt binder as described below:

a. For 0-20 percent recycled binder content - no change in virgin binder selection.

b. For 20+ to 30 percent recycled binder content - select virgin binder one grade softer than normal.

PART 3 EXECUTION

3.1 CONTRACTOR QUALITY CONTROL

3.1.1 General Quality Control Requirements

Submit the Quality Control Plan. Do not produce hot-mix asphalt for payment until the quality control plan has been approved. In the quality control plan, address all elements which affect the quality of the pavement including, but not limited to:

a. Mix Design and unique JMF identification code

b. Aggregate Grading

c. Quality of Materials

d. Stockpile Management and procedures to prevent contamination

e. Proportioning

f. Mixing and Transportation

h. Mixture Volumetrics

i. Moisture Content of Mixtures

j. Placing and Finishing

k. Joints

l. Compaction, including HMA-Portland Cement Concrete joints

m. Surface Smoothness

n. Truck bed release agent

3.1.2 Testing Laboratory

Provide a fully equipped asphalt laboratory located at the plant or job site that is equipped with heating and air conditioning units to maintain

a temperature of 75 plus or minus 5 degrees F. Provide laboratory facilities that are kept clean and all equipment maintained in proper working condition. Provide the Government with unrestricted access to inspect the laboratory facility, to witness quality control activities, and to perform any check testing desired. The Government will advise in writing of any noted deficiencies concerning the laboratory facility, equipment, supplies, or testing personnel and procedures. When the deficiencies are serious enough to adversely affect test results, immediately suspend the incorporation of the materials into the work. Incorporation of the materials into the work will not be permitted to resume until the deficiencies are corrected.

3.1.3 Quality Control Testing

Perform all quality control tests applicable to these specifications and as set forth in the Quality Control Program. Required elements of the testing program include, but are not limited to, tests for the control of asphalt content, aggregate gradation, temperatures, aggregate moisture, moisture in the asphalt mixture, laboratory air voids, in-place density, grade and smoothness. Develop a Quality Control Testing Plan as part of the Quality Control Program.

3.1.3.1 Asphalt Content

A minimum of two tests to determine asphalt content will be performed per lot (a lot is defined in paragraph QUALITY ASSURANCE) by one of the following methods: extraction method in accordance with ASTM D2172/D2172M, Method A or B, the ignition method in accordance with the AASHTO T 308, ASTM D6307, or the nuclear method in accordance with ASTM D4125/D4125M, provided each method is calibrated for the specific mix being used. For the extraction method, determine the weight of ash, as described in ASTM D2172/D2172M, as part of the first extraction test performed at the beginning of plant production; and as part of every tenth extraction test performed thereafter, for the duration of plant production. Use the last weight of ash value in the calculation of the asphalt content for the mixture.

3.1.3.2 Aggregate Properties

Determine aggregate gradations a minimum of twice per lot from mechanical analysis of recovered aggregate in accordance with ASTM D5444 or ASTM D6307. For batch plants, test aggregates in accordance with ASTM C136/C136M using actual batch weights to determine the combined aggregate gradation of the mixture. Determine the specific gravity of each aggregate size grouping for each 20,000 tons in accordance with ASTM C127 or ASTM C128. Determine fractured faces for gravel sources for each 20,000 tons in accordance with COE CRD-C 171. Determine the uncompacted void content of manufactured sand for each 20,000 tons in accordance with AASHTO T 304 Method A.

3.1.3.3 Temperatures

Check temperatures at least four times per lot, at necessary locations, to determine the temperature at the dryer, the asphalt cement in the storage tank, the asphalt mixture at the plant, and the asphalt mixture at the job site.

3.1.3.4 Aggregate Moisture

Determine the moisture content of aggregate used for production a minimum

of once per lot in accordance with ASTM C566.

3.1.3.5 Moisture Content of Mixture

Determine the moisture content of the mixture at least once per lot in accordance with AASHTO T 329.

3.1.3.6 Laboratory Air Voids, VMA

Obtain mixture samples at least four times per lot and compacted into specimens, using 75 gyrations of the Superpave gyratory compactor as described in ASTM D6925. After compaction, determine the laboratory air voids and VMA of each specimen. Provide VMA within the limits of Table 7.

3.1.3.7 In-Place Density

Conduct any necessary testing to ensure the specified density is achieved. A nuclear gauge or other non-destructive testing device may be used to monitor pavement density.

3.1.3.8 Grade and Smoothness

Conduct the necessary checks to ensure the grade and smoothness requirements are met in accordance with paragraph QUALITY ASSURANCE.

3.1.3.9 Additional Testing

Perform any additional testing, deemed necessary to control the process.

3.1.3.10 QC Monitoring

Submit all QC test results to the Government on a daily basis as the tests are performed. The Government reserves the right to monitor any of the Contractor's quality control testing and to perform duplicate testing as a check to the Contractor's quality control testing.

3.1.4 Sampling

When directed by the Government, sample and test any material which appears inconsistent with similar material being produced, unless such material is voluntarily removed and replaced or deficiencies corrected. Perform all sampling in accordance with standard procedures specified.

3.1.5 Control Charts

For process control, establish and maintain linear control charts on both individual samples and the running average of last four samples for the parameters listed in Table 8, as a minimum. Post the control charts as directed by the Government and maintain current at all times. Identify the following on the control charts, the project number, the test parameter being plotted, the individual sample numbers, the Action and Suspension Limits listed in Table 8 applicable to the test parameter being plotted, and the test results. Also show target values (JMF) on the control charts as indicators of central tendency for the cumulative percent passing, asphalt content, and laboratory air voids parameters. When the test results exceed either applicable Action Limit, take immediate steps to bring the process back in control. When the test results exceed either applicable Suspension Limit, halt production until the problem is solved. When the Suspension Limit is exceeded for

individual values or running average values, the Government has the option to require removal and replacement of the material represented by the samples or to leave in place and base acceptance on mixture volumetric properties and in place density. Use the control charts as part of the process control system for identifying trends so that potential problems can be corrected before they occur. Make decisions concerning mix modifications based on analysis of the results provided in the control charts. In the Quality Control Plan, indicate the appropriate action to be taken to bring the process into control when certain parameters exceed their Action Limits.

Table 8. Action and Suspension Limits for the Parameters to be Plotted on Individual and Running Average Control Charts

	Individual Samples		Running Average of Last Four Samples	
Parameter to be Plotted	Action Limit	Suspension Limit	Action Limit	Suspension Limit
No. 4 sieve, Cumulative Percent Passing, deviation from JMF target; plus or minus values	6	8	4	5
No. 30 sieve, Cumulative Percent Passing, deviation from JMF target; plus or minus values	4	6	3	4
No. 200 sieve, Cumulative Percent Passing, deviation from JMF target; plus or minus values	1.4	2.0	1.1	1.5
Asphalt content, percent deviation from JMF target; plus or minus value	0.4	0.5	0.2	0.3
Laboratory Air Voids, percent deviation from JMF target value	No specific action and suspension limits set since this parameter is used to determine percent payment			

Table 8. Action and Suspension Limits for the Parameters to be Plotted on Individual and Running Average Control Charts

	Individual Samples		Running Average of Last Four Samples	
Parameter to be Plotted	Action Limit	Suspension Limit	Action Limit	Suspension Limit
In-place Mat Density, percent of TMD	No specific action and suspension limits set since this parameter is used to determine percent payment			
In-place Joint Density, percent of TMD	No specific action and suspension limits set since this parameter is used to determine percent payment			
VMA				
Gradation 1	14.3	14.0	14.5	14.0
Gradation 2	15.3	15.0	15.0	15.0

3.2 PREPARATION OF ASPHALT BINDER MATERIAL

Heat the asphalt cement material while avoiding local overheating and providing a continuous supply of the asphalt material to the mixer at a uniform temperature. Maintain the temperature of unmodified asphalts to no more than 325 degrees F when added to the aggregates. The temperature of modified asphalts is not to exceed 350 degrees F.

3.3 PREPARATION OF MINERAL AGGREGATE

Heat and dry the aggregate for the mixture prior to mixing. No damage to the aggregates due to the maximum temperature and rate of heating used is allowed. Limit the temperature of the aggregate and mineral filler to 350 degrees F when the asphalt cement is added. Maintain the temperature no lower than is required to obtain complete coating and uniform distribution on the aggregate particles and to provide a mixture of satisfactory workability.

3.4 PREPARATION OF HOT-MIX ASPHALT MIXTURE

Weigh or meter the aggregates and the asphalt cement and introduce into the mixer in the amount specified by the JMF. Mix the combined materials until the aggregate obtains a thorough and uniform coating of asphalt binder (testing in accordance with ASTM D2489/D2489M may be required by the Contracting Officer) and is thoroughly distributed throughout the mixture. The moisture content of all hot-mix asphalt upon discharge from the plant is not to exceed 0.5 percent by total weight of mixture as measured by ASTM D1461.

3.5 PREPARATION OF THE UNDERLYING SURFACE

Immediately before placing the hot mix asphalt, clean the underlying course of dust and debris. Apply a prime coat or tack coat in accordance with the contract specifications.

3.6 TEST SECTION

Prior to full production, place a test section for each JMF used.

Construct a test section consisting of a maximum of 250 tons and two paver passes wide placed in two lanes, with a longitudinal cold joint. Do not place the second lane of test section until the temperature of pavement edge is less than 175 degrees F. Construct the test section with the same depth as the course which it represents. Ensure the underlying grade or pavement structure upon which the test section is to be constructed is the same or very similar to the underlying layer for the project. Use the same equipment in construction of the test section as on the remainder of the course represented by the test section. Construct the test section as part of the project pavement as approved by the Government.

3.6.1 Sampling and Testing for Test Section

Obtain one random sample at the plant, triplicate specimens compacted, and tested for laboratory air voids. Test a portion of the same sample for theoretical maximum density (TMD), aggregate gradation and asphalt content. Test an additional portion of the sample to determine the Tensile Strength Ratio (TSR). Adjust the compactive effort as required to provide TSR specimens with an air void content of 7 plus or minus 1 percent. Obtain four randomly selected cores from the finished pavement mat, and four from the longitudinal joint, and tested for density. Perform random sampling in accordance with procedures contained in ASTM D3665. Construction may continue provided the test results are within the tolerances or exceed the minimum values shown in Table 9. If all test results meet the specified requirements, the test section may remain as part of the project pavement. If test results exceed the tolerances shown, remove and replace the test section and construct another test section at no additional cost to the Government.

Table 9. Test Section Requirements for Material and Mixture Properties

Property	Specification Limit
Aggregate Gradation-Percent Passing (Individual Test Result)	
No. 4 and larger	JMF plus or minus 8
No. 8, No. 16, No. 30, and No. 50	JMF plus or minus 6
No. 100 and No. 200	JMF plus or minus 2.0
Asphalt Content, Percent (Individual Test Result)	JMF plus or minus 0.5
Laboratory Air Voids, Percent (Average of 3 specimens)	JMF plus or minus 1.0
VMA, Percent (Average of 3 specimens)	See Table 7
Tensile Strength Ratio (TSR) (At 7 percent plus/minus 1 percent air void content)	75 percent minimum
Conditioned Strength	60 psi minimum
Mat Density, Percent of TMD (Average of 4 Random Cores)	92.0 - 96.0

Table 9. Test Section Requirements for Material and Mixture Properties

Property	Specification Limit
Joint Density, Percent of TMD (Average of 4 Random Cores)	90.5 minimum

3.6.2 Additional Test Sections

If the initial test section proves to be unacceptable, make the necessary adjustments to the JMF, plant operation, placing procedures, and rolling procedures before beginning construction of a second test section. Construct and evaluate additional test sections, as required, for conformance to the specifications. Full production paving is not allowed until an acceptable test section has been constructed and accepted.

3.7 TESTING LABORATORY

Laboratories used to develop the JMF, perform Contractor Quality Control testing, and Government quality assurance and acceptance testing are required to meet the requirements of ASTM D3666. Perform all required test methods by an accredited laboratory. Submit a certification of compliance signed by the manager of the laboratory stating that it meets these requirements to the Government prior to the start of construction. At a minimum, include the following certifications:

a. Qualifications of personnel; laboratory manager, supervising technician, and testing technicians.

b. A listing of equipment to be used in developing the job mix.

c. A copy of the laboratory's quality control system.

d. Evidence of participation in the AASHTO Materials Reference Laboratory (AMRL) program.

3.8 TRANSPORTING AND PLACING

3.8.1 Transporting

Transport the hot-mix asphalt from the mixing plant to the site in clean, tight vehicles. Schedule deliveries so that placing and compacting of mixture is uniform with minimum stopping and starting of the paver. Provide adequate artificial lighting for night placements. Hauling over freshly placed material is not permitted until the material has been compacted as specified, and allowed to cool to 140 degrees F.

3.8.2 Placing

Place the mix in lifts of adequate thickness and compacted at a temperature suitable for obtaining density, surface smoothness, and other specified requirements. Upon arrival, place the mixture to the full width by an asphalt paver; strike off in a uniform layer of such depth that, when the work is completed, the required thickness and conform to the grade and contour indicated. Do not broadcast waste mixture onto the mat or recycled into the paver hopper. Collect waste mixture and dispose off site. Regulate the speed of the paver to eliminate pulling and tearing of

the asphalt mat. Begin placement of the mixture along the centerline of a crowned section or on the high side of areas with a one-way slope. Place the mixture in consecutive adjacent strips having a minimum width of 10 feet. Offset the longitudinal joint in one course from the longitudinal joint in the course immediately below by at least 1 foot; however, locate the joint in the surface course at the centerline of the pavement. Offset transverse joints in one course by at least 10 feet from transverse joints in the previous course. Offset transverse joints in adjacent lanes a minimum of 10 feet. On isolated areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impractical, the mixture may be spread and luted by hand tools.

3.9 COMPACTION OF MIXTURE

3.9.1 General

a. After placing, thoroughly and uniformly compact the mixture by rolling. Compact the surface as soon as possible without causing displacement, cracking or shoving. Determine the sequence of rolling operations and the type of rollers used, except as specified in paragraph HMA-PORTLAND CEMENT CONCRETE JOINTS and with the exception that application of more than three passes with a vibratory roller in the vibrating mode is prohibited. Maintan the speed of the roller, at all times, sufficiently slow to avoid displacement of the hot mixture and be effective in compaction. Correct at once any displacement occurring as a result of reversing the direction of the roller, or from any other cause.

b. Furnish sufficient rollers to handle the output of the plant. Continue rolling until the surface is of uniform texture, true to grade and cross section, and the required field density is obtained. To prevent adhesion of the mixture to the roller, keep the wheels properly moistened, but excessive water is not permitted. In areas not accessible to the roller, thoroughly compact the mixture with hand tampers. Remove the full depth of any mixture that becomes loose and broken, mixed with dirt, contains check-cracking, or is in any way defective, replace with fresh hot mixture and immediately compact to conform to the surrounding area. Perform this work at no expense to the Government. Skin patching is not allowed.

3.9.2 Segregation

The Government can sample and test any material that looks deficient. When the in-place material appears to be segregated, the Government has the option to sample the material and have it tested and compared to the aggregate gradation, asphalt content, and in-place density requirements in Table 9. If the material fails to meet these specification requirements, remove and replace the extent of the segregated material the full depth of the layer of asphalt mixture at no additional cost to the Government. When segregation occurs in the mat, take appropriate action to correct the process so that additional segregation does not occur.

3.10 JOINTS

Construct joints to ensure a continuous bond between the courses and to obtain the required density. Provide all joints with the same texture as other sections of the course and meet the requirements for smoothness and grade.

3.10.1 Transverse Joints

Do not pass the roller over the unprotected end of the freshly laid mixture, except when necessary to form a transverse joint. When necessary to form a transverse joint, construct by means of placing a bulkhead or by tapering the course. Utilize a dry saw cut on the transverse joint full depth and width on a straight line to expose a vertical face prior to placing the adjacent lane. Cutting equipment that uses water as a cooling or cutting agent nor milling equipment is permitted. Remove the cutback material from the project. In both methods, provide a light tack coat of asphalt material to all contact surfaces before placing any fresh mixture against the joint.

3.10.2 Longitudinal Joints

Cut back longitudinal joints which are irregular, damaged, uncompacted, cold (less than 175 degrees F at the time of placing the adjacent lane), or otherwise defective, a maximum of 3 inches from the top edge of the lift with a cutting wheel to expose a clean, sound, near vertical surface for the full depth of the course. Remove all cutback material from the project. Cutting equipment that uses water as a cooling or cutting agent nor milling equipment is permitted. Provide a light tack coat of asphalt material to all contact surfaces prior to placing any fresh mixture against the joint.

3.10.3 HMA-Portland Cement Concrete Joints

Joints between HMA and PCC require specific construction procedures for the HMA. The following criteria are applicable to the first 10 feet or paver width of HMA adjacent to the PCC.

a. Pave the HMA side of the joint in a direction parallel to the joint.

b. Place the HMA side sufficiently high so that when fully compacted the HMA is greater than 1/8 inch but less than 1/4 inch higher than the PCC side of the joint.

c. Compact with steel wheel rollers and at least one rubber tire roller. Compact with a rubber tire roller that weights at least 20 tons with tires inflated to at least 90 psi. Avoid spalling the PCC during placement and compaction of the HMA. Operate steel wheel rollers in a way that prevents spalling the PCC. Repair any damage to PCC edges or joints as directed by the Government. If damage to the PCC joint or panel edge exceeds a total of 3 feet, remove and replace the PCC panel at no additional expense to the Government.

d. After compaction is finished, diamond grind the HMA so that the HMA side is less than 1/8 inch higher than the PCC side. Perform diamond grinding in accordance with subparagraph DIAMOND GRINDING above. The HMA immediately adjacent to the joint is not allowed to be lower than the PCC after the grinding operation. Transition the grinding into the HMA in a way that ensures good smoothness and provides drainage of water. The joint and adjacent materials when completed is required to meet all of the requirements for grade and smoothness. Measure smoothness across the HMA-PCC joint using a 12 feet straightedge. The acceptable tolerance is 1/8 inch.

e. Consider the HMA next to the PCC as a separate lot for evaluation. Lots are based on individual lifts. Do not comingle cores from

different lifts for density evaluation purposes. Take four cores for each lot of material placed adjacent to the joint. The size of lot is 10 feet wide by the length of the joint being paved. Locate the center of each of the four cores 6 inches from the edge of the concrete. Take each core at a random location along the length of the joint. The requirements for density for this lot, adjacent to the joint, are the same as that for the mat specified earlier. For HMA-PCC joints at taxiways abutting runways, aprons, or other taxiways, take two additional randomly located cores along each taxiway intersection.

f. All procedures, including repair of damaged PCC, are required to be in accordance with the approved Quality Control Plan.

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PAVEMENT MARKINGS
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PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to in the text by the basic designation only.

INTERNATIONAL CONCRETE REPAIR INSTITUTE (ICRI)

ICRI 03732	(1997) Selecting and Specifying Concrete Surface Preparation for Sealers, Coatings, and Polymer Overlays

U.S. GENERAL SERVICES ADMINISTRATION (GSA)

FS TT-B-1325	(Rev D; Notice 1) Beads (Glass Spheres) Retro-Reflective (Metric)
FS TT-P-1952	(Rev E) Paint, Traffic and Airfield Markings, Waterborne

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only or as otherwise designated. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data

Reflective media for airfields

Paints for airfields

Paints for roads and streets

Equipment; G

Lists of proposed equipment, including descriptive data, and notifications of proposed Contractor actions as specified in this section. List of removal equipment shall include descriptive data indicating area of coverage per pass, pressure adjustment range, tank and flow capacities, and safety precautions required for the equipment operation.

SD-06 Test Reports

Reflective media for airfields

Paints for airfields

Certified reports from sampling and testing made in accordance with paragraph entitled "Sampling and Testing" prior to the use of the materials at the jobsite. Testing shall be performed in an approved independent laboratory.

SD-07 Certificates

Qualifications

Reflective media for airfields

Paints for airfields

Volatile Organic Compound, (VOC)

Certificate stating that the proposed pavement marking paint meets the VOC regulations of the local Air Pollution Control District having jurisdiction over the geographical area in which the project is located.

Construction equipment list

SD-08 Manufacturer's Instructions

Paints for airfields

Submit manufacturer's Material Safety Data Sheets.

1.3 DELIVERY AND STORAGE

Deliver paints and paint materials in original sealed containers that plainly show the designated name, specification number, batch number, color, date of manufacture, manufacturer's directions, and name of manufacturer. Provide storage facilities in areas approved by the Contracting Officer or authorized representative, for maintaining materials at temperatures recommended by the manufacturer.

1.4 WEATHER LIMITATIONS

Apply paint to clean, dry surfaces, and unless otherwise approved, only when the air and pavement surface temperature is at least 5 degrees above the dew point and the air and pavement temperatures are above 40 degrees F and less than 95 degrees F for oil-based materials; above 50 degrees F and less than 110 degrees F for water-based materials. Maintain paint temperature within these same limits.

1.5 EQUIPMENT

Machines, tools, and equipment used in the performance of the work shall be approved by the Contracting Officer and maintained in satisfactory operating condition. Submit construction equipment list for approval by the Contracting Officer.

1.5.1 Mobile and Maneuverable

Application equipment shall be mobile and maneuverable to the extent that straight lines can be followed and normal curves can be made in a true

arc.

1.5.2 Paint Application Equipment

1.5.2.1 Self-Propelled or Mobile-Drawn Pneumatic Spraying Machines

Provide self-propelled or mobile-drawn pneumatic spraying machine with suitable arrangements of atomizing nozzles and controls to obtain the specified results. Provide machine having a speed during application capable of applying the stripe widths indicated at the paint coverage rate specified herein and of even uniform thickness with clear-cut edges. The equipment for applying the paint for airfield pavements shall be a self-propelled or mobile-drawn pneumatic spraying machine with an arrangement of atomizing nozzles capable of applying a width of line at any one time in multiples of 6 inches, from 6 to 36 inches. Provide paint applicator with paint reservoirs or tanks of sufficient capacity and suitable gages to apply paint in accordance with requirements specified. Equip tanks with suitable air-driven mechanical agitators. Equip spray mechanism with quick-action valves conveniently located, and include necessary pressure regulators and gages in full view and reach of the operator. Install paint strainers in paint supply lines to ensure freedom from residue and foreign matter that may cause malfunction of the spray guns. The paint applicator shall be readily adaptable for attachment of an air-actuated dispenser for the reflective media approved for use. Provide pneumatic spray guns for hand application of paint in areas where the mobile paint applicator cannot be used. Applicator for water-based markings shall be equipped with non-stick coated hoses; metal parts in contact with the paint material shall be constructed of grade 302, 304, 316, or equal stainless steel.

1.5.3 Reflective Media Dispenser

The dispenser for applying the reflective media shall be attached to the paint dispenser and shall operate automatically and simultaneously with the applicator through the same control mechanism. The dispenser shall be capable of adjustment and designed to provide uniform flow of reflective media over the full length and width of the stripe at the rate of coverage specified in paragraph APPLICATION, at all operating speeds of the applicator to which it is attached.

1.5.4 Surface Preparation Equipment

1.5.4.1 Sandblasting Equipment

Sandblasting equipment shall include an air compressor, hoses, and nozzles of proper size and capacity as required for cleaning surfaces to be painted. The compressor shall be capable of furnishing not less than 150 cfm of air at a pressure of not less than 90 psi at each nozzle used, and shall be equipped with traps that will maintain the compressed air free of oil and water.

1.5.4.2 Waterblast Equipment

The water pressure shall be specified at 2600 psi at 140 degrees F in order to adequately clean the surfaces to be marked.

1.5.5 Marking Removal Equipment

Equipment shall be mounted on rubber tires and shall be capable of

removing markings from the pavement without damaging the pavement surface or joint sealant. Waterblasting equipment shall be capable of producing an adjustable, pressurized stream of water. Sandblasting equipment shall include an air compressor, hoses, and nozzles. The compressor shall be equipped with traps to maintain the air free of oil and water.

1.5.5.1 Chemical Equipment

Chemical equipment shall be capable of application and removal of chemicals from the pavement surface, and shall leave only non-toxic biodegradable residue.

1.5.6 Traffic Controls

Suitable warning signs shall be placed near the beginning of the worksite and well ahead of the worksite for alerting approaching traffic from both directions. Small markers shall be placed along newly painted lines or freshly placed raised markers to control traffic and prevent damage to newly painted surfaces or displacement of raised pavement markers. Painting equipment shall be marked with large warning signs indicating slow-moving painting equipment in operation.

1.6 MAINTENANCE OF TRAFFIC

1.6.1 Airfield

The performance of work in the controlled zones of airfields shall be coordinated with the Contracting Officer and with the Flight Operations Officer. Verbal communications shall be maintained with the control tower before and during work in the controlled zones of the airfield. The control tower shall be advised when the work is completed. A radio for this purpose will be provided by the Government. The Contractor shall assume responsibility for the radio and shall reimburse the Government for repair or replacement of the radio if it is lost, damaged, or destroyed.

1.6.2 Lighting

When night operations are necessary, all necessary lighting and equipment shall be provided. Lighting shall be directed or shaded to prevent interference with aircraft, the air traffic control tower, and other base operations. All lighting and related equipment shall be capable of being removed from the runway within 15 minutes of notification of an emergency. Night work must be coordinated with the Airfield Manager and approved in advance by the Contracting Officer or authorized representative. The Government reserves the right to accept or reject night work on the day following night activities by the Contractor.

1.7 WEATHER LIMITATIONS FOR REMOVAL

Pavement surface shall be free of snow, ice, or slush. Surface temperature shall be at least 40 degrees F and rising at the beginning of operations, except those involving shot or sand blasting. Operation shall cease during thunderstorms. Operation shall cease during rainfall, except for waterblasting and removal of previously applied chemicals. Waterblasting shall cease where surface water accumulation alters the effectiveness of material removal.

1.8 QUALIFICATIONS FOR AIRFIELD MARKING

Submit certification of qualifications in resume format showing airfield pavement marking personnel have experience working on airfields, operating equipment and performing airfield pavement marking work a minimum of 30 days before pavement marking work is to be performed. Include with resume a list of references complete with points of contact and telephone numbers.

1.8.1 Airfield Pavement Marking Qualifications

Provide certification for pavement marking machine operator and Foreman demonstrating expeience working on a minumum of 3 airfield pavement marking projects of similar size and scope. Provide resume demonstrating airfield pavement marking personnel have a minimum of 3 years of experience operating marking equipment to be used on project and performing pavement marking work. The Contracting Officer reserves the right to require additional proof of competency or to reject personnel and call for alternate airfield pavement marking personnel.

PART 2 PRODUCTS

2.1 MATERIALS

Provide materials conforming to the requirements specified herein.

2.1.1 Paints for Airfields

FS TT-P-1952, color as indicated.

2.1.2 Reflective Media for Airfields

FS TT-B-1325, Type I, Gradation A.

PART 3 EXECUTION

3.1 SURFACE PREPARATION

Allow new pavement surfaces to cure for a period of not less than 30 days before application of marking materials. The Contractor is responsible for completion of all runway and taxiway markings at the end of each phase as shown in the project plans. If the required curing period is not achievable by the time that phase is scheduled to be returned to the Government for their use, the Contractor is required to apply temporary markings and provide permanent markings at a future time as approved by the Contracting Officer. Thoroughly clean surfaces to be marked before application of the paint. Remove dust, dirt, and other granular surface deposits by sweeping, blowing with compressed air, rinsing with water, or a combination of these methods as required. Remove rubber deposits, existing paint markings, residual curing compounds, and other coatings adhering to the pavement by water blasting or approved chemical removal method. For Portland Cement Concrete pavement, grinding, light shot blasting, and light scarification, to a resulting profile equal to ICRI 03732 CSP 2, CSP 3, and CSP 4, respectively, can be used in addition to water blasting, to either remove existing coatings or for surface preparation on most pavements: shot blasting shall not be used on airfield pavements due to the potential of Foreign Object Damage (FOD) to aircraft. Scrub affected areas, where oil or grease is present on old pavements to be marked, with several applications of trisodium phosphate solution or

other approved detergent or degreaser and rinse thoroughly after each application. After cleaning oil-soaked areas, seal with shellac or primer recommended by the manufacturer to prevent bleeding through the new paint. Do not commence painting in any area until pavement surfaces are dry and clean.

3.1.1 Early Painting of Rigid Pavements

Pretreat rigid pavements that require early painting with an aqueous solution containing 3 percent phosphoric acid and 2 percent zinc chloride. Apply the solution to the areas to be marked.

3.1.2 Early Painting of Asphalt Pavements

For asphalt pavement systems requiring painting application at less than 30 days, apply the paint and beads at half the normal application rate, followed by a second application at the normal rate after 30 days.

3.2 APPLICATION

3.2.1 Testing for Moisture

Apply pavement markings to dry pavement only. The Contractor shall test the pavement surface for moisture before beginning work after each period of rainfall, fog, high humidity, or cleaning, or when the ambient temperature has fallen below the dew point. Do not commence marking until the pavement is sufficiently dry and the pavement condition has been approved by the CO or authorized representative. Employ the "plastic wrap method" to test the pavement for moisture as follows: Cover the pavement with a 300 mm by 300 mm (12 inch by 12 inch) section of clear plastic wrap and seal the edges with tape. After 15 minutes, examine the plastic wrap for any visible moisture accumulation inside the plastic. Do not begin marking operations until the test can be performed with no visible moisture accumulation inside the plastic wrap.

3.2.2 Rate of Application

3.2.2.1 Reflective Markings

Apply paint evenly to the pavement area to be coated at a rate of 105 plus or minus 5 square feet per gallon. Apply glass spheres uniformly to the wet paint on airfield pavement at a rate of (10) on road and street pavement at a rate of (6) plus or minus (0.5) pounds of glass spheres per gallon. Collect and record readings for white and yellow retroreflective markings at the rate of one reading per 1000 linear feet. The minimum acceptable average for white markings is 200 millicandelas per square meter per lux (mcd/m2/lx) (measured with Mirolux 12 Retroreflectometer or similar instrument as agreed). The minimum acceptable average for yellow markings is 175 millicandelas per square meter per lux (mcd/m2/lx). Readings shall be computed by averaging a minimum of 10 readings taken within the area at random locations. Areas not meeting the retroreflective requirements stated above shall be re-marked.

3.2.2.2 Nonreflective Markings

Apply paint evenly to the pavement surface to be coated at a rate of 105 plus or minus 5 square feet per gallon.

3.2.3 Painting

Apply paint pneumatically with approved equipment at rate of coverage specified herein. Provide guidelines and templates as necessary to control paint application. Take special precautions in marking numbers, letters, and symbols. Manually paint numbers, letters, and symbols. Sharply outline all edges of markings. The maximum drying time requirements of the paint specifications will be strictly enforced, to prevent undue softening of bitumen, and pickup, displacement, or discoloration by tires of traffic. Discontinue painting operations if there is a deficiency in drying of the markings until cause of the slow drying is determined and corrected.

3.2.4 Reflective Media

Application of reflective media shall immediately follow the application of paint. Accomplish drop-on application of the glass spheres to ensure even distribution at the specified rate of coverage. Should there be malfunction of either paint applicator or reflective media dispenser, discontinue operations until deficiency is corrected.

3.3 FIELD TESTING, INSPECTION, AND DEMONSTRATIONS

3.3.1 Sampling and Testing

As soon as the paint and reflective materials are available for sampling, obtain by random selection from the sealed containers, two quart samples of each batch in the presence of the Contracting Officer. Accomplish adequate mixing prior to sampling to ensure a uniform, representative sample. A batch is defined as that quantity of material processed by the manufacturer at one time and identified by number on the label. Clearly identify samples by designated name, specification number, batch number, project contract number, intended use, and quantity involved. Test samples by an approved laboratory. If a sample fails to meet specification, replace the material in the area represented by the samples and retest the replacement material as specified above. Submit copy of the test results to the Contracting Officer. Include in the report of test results a listing of any specification requirements not verified by the test laboratory.

3.3.2 Inspection

Examine material at the job site to determine that it is the material referenced in the report of test results or certificate of compliance. A certificate of compliance shall be accompanied by test results substantiating conformance to the specified requirements.

3.3.3 Surface Preparations and Application Procedures

Surface preparations and application procedures will be examined by the Contracting Officer to determine conformance with the requirements specified. Approve each separate operation prior to initiation of subsequent operations.

3.3.3.1 Test Stripe Demonstration

Prior to paint application, demonstrate test stripe application within the work area using the proposed materials and equipment. Apply separate test stripes in each of the line widths and configurations required herein

using the proposed equipment. The test stripes shall be long enough to determine the proper speed and operating pressures for the vehicle(s) and machinery, but not less than 50 feet long.

3.3.3.2 Application Rate Demonstration

During the Test Stripe Demonstration, demonstrate compliance with the application rates specified herein. Document the equipment speed and operating pressures required to meet the specified rates in each configuration of the equipment and provide a copy of the documentation to the Contracting Officer or authorized representative 5 days prior to proceeding with the work.

3.3.3.3 Level of Performance Demonstration

The Contracting Officer or authorized representative will be present the application demonstrations to observe the results obtained and to validate the operating parameters of the vehicle(s) and equipment. If accepted by the Contracting Officer or authorized representative, the test stripe shall be the measure of performance required for this project. Work shall not proceed until the demonstration results are satisfactory to the Contracting Officer or authorized representative.

3.4 TRAFFIC CONTROL AND PROTECTION

Place warning signs near the beginning of the work site and well ahead of the work site for alerting approaching traffic from both directions. Place small markers along newly painted lines to control traffic and prevent damage to newly painted surfaces. Mark painting equipment with large warning signs indicating slow-moving painting equipment in operation. Do not use foil-backed material for temporary pavement marking because of its potential to conduct electricity during accidents involving downed power lines.

3.5 QUALITY ASSURANCE

Demonstrate success of bond of reflective media, new paint marking and the pavement surface, vacuum cured surface of new marking after a seven (7) day dry time. Inspect newly applied markings for signs of bond failure based on visual inspection and comparison to results from Test Stripe Demonstration paragraph.

3.5.1 Reflective Media and Coating Bond Verification

Within seven (7) days after pavement marking application, use industrial vacuum to sweep new markings. Visually inspect the pavement markings and the material captured by the vacuum. Verify that no significant loss of reflective media has occurred to the pavement marking due to the vacuum cleaning.

3.5.2 Reflective Media and Coating Application Verification

Use a wet film thickness gauge to measure the application of wet paint.

Use a microscope or magnifying glass to evaluate the embedment of glass beads in the paint. Verify the glass bead embedment with approximately 50 percent of the beads embedded and 50 percent of the beads exposed.

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SECTION 32 92 19

SEEDING
10/06

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C 602	(2013a) Agricultural Liming Materials
ASTM D 4427	(2013) Peat Samples by Laboratory Testing
ASTM D 4972	(2013) pH of Soils

U.S. DEPARTMENT OF AGRICULTURE (USDA)

AMS Seed Act	(1940; R 1988; R 1998) Federal Seed Act
DOA SSIR 42	(1996) Soil Survey Investigation Report No. 42, Soil Survey Laboratory Methods Manual, Version 3.0

1.2 DEFINITIONS

1.2.1 Stand of Turf

95 percent ground cover of Paspalum notatum 'Pensacola', Pensacola Bahia Grass.

1.3 RELATED REQUIREMENTS

Section 32 05 33 LANDSCAPE ESTABLISHMENT and Section 32 92 23 SODDING apply to this section for pesticide use and plant establishment requirements, with additions and modifications herein.

1.4 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. The following shall be submitted in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-07 Certificates

State certification and approval for seed

1.5 DELIVERY, STORAGE, AND HANDLING

1.5.1 Delivery

1.5.1.1 Seed Protection

Protect from drying out and from contamination during delivery, on-site storage, and handling.

1.5.1.2 Fertilizer, Gypsum, Sulfur, and Lime Delivery

Deliver to the site in original, unopened containers bearing manufacturer's chemical analysis, name, trade name, trademark, and indication of conformance to state and federal laws. Instead of containers, fertilizer, gypsum, sulfur, and lime may be furnished in bulk with certificate indicating the above information.

1.5.2 Storage

1.5.2.1 Seed, Fertilizer, Gypsum, Sulfur, and Lime Storage

Store in cool, dry locations away from contaminants.

1.5.2.2 Handling

Do not drop or dump materials from vehicles.

1.6 TIME RESTRICTIONS AND PLANTING CONDITIONS

1.6.1 Restrictions

Do not plant when the ground is frozen, snow covered, muddy, or when air temperature exceeds 90 degrees Fahrenheit.

1.7 TIME LIMITATIONS

1.7.1 Seed

Apply seed within twenty four hours after seed bed preparation.

PART 2 PRODUCTS

2.1 SEED

2.1.1 Classification

Provide State-certified seed of the latest season's crop delivered in original sealed packages, bearing producer's guaranteed analysis for percentages of mixtures, purity, germination, weedseed content, and inert material. Label in conformance with AMS Seed Act and applicable state seed laws. Wet, moldy, or otherwise damaged seed will be rejected.

2.1.2 Planting Dates

Planting dates shall conform to the applicable local guidelines and current weather patterns. Optimal seeding months are typically February thru June, depending upon seasonal weather patterns. Temporary seeding during winter months or non-optimal planting months is allowed for erosion control, but must be later replaced with a permanent stand of bahia grass.

2.1.3 Seed Purity

All seed shall be Paspalum notatum 'Pensacola', Pensacola Bahia Grass to match the sod on the project. Seed purity shall be a minimum of 90%, with a minimum germination rate of 90%. Temporary seeding grass species shall conform to local and state guidelines and recommendations.

2.1.4 Seed Mixture by Weight

Seed mixture shall conform to the applicable local and state guidelines. Temporary seeding must later be replaced by bahia plantings for a permanent stand of grass. The same requirements of turf establishment for bahia apply for temporary seeding.

2.2 TOPSOIL

2.2.1 On-Site Topsoil

Surface soil stripped and stockpiled on site and modified as necessary to meet the requirements specified for topsoil in paragraph entitled "Composition." When available topsoil shall be existing surface soil stripped and stockpiled on-site per specifications.

2.2.2 Off-Site Topsoil

Conform to requirements specified in paragraph entitled "Composition." Additional topsoil shall be furnished by the Contractor.

2.2.3 Composition

Containing from 5 to 10 percent organic matter as determined by the topsoil composition tests of the Organic Carbon, 6A, Chemical Analysis Method described in DOA SSIR 42. Maximum particle size, 3/4 inch, with maximum 3 percent retained on 1/4 inch screen. The pH shall be tested in accordance with ASTM D 4972. Topsoil shall be free of sticks, stones, roots, and other debris and objectionable materials. Soil shall be capable of supporting plant growth.

2.3 SOIL CONDITIONERS

Add conditioners to topsoil as required to bring into compliance with "composition" standard for topsoil as specified herein.

2.3.1 Lime

Commercial grade hydrate limestone containing a calcium carbonate equivalent (C.C.E.) as specified in ASTM C 602.

2.3.2 Aluminum Sulfate

Commercial grade.

2.3.3 Sulfur

100 percent elemental

2.3.4 Iron

100 percent elemental

2.3.5 Peat

Natural product of peat moss derived from a freshwater site and conforming to ASTM D 4427. Shred and granulate peat to pass a 1/2 inch mesh screen and condition in storage pile for minimum 6 months after excavation.

2.3.6 Sand

Clean and free of materials harmful to plants.

2.3.7 Perlite

Horticultural grade.

2.3.8 Composted Derivatives

Ground bark, nitrolized sawdust, humus or other green wood waste material free of stones, sticks, and soil stabilized with nitrogen and having the following properties:

2.3.8.1 Particle Size

Minimum percent by weight passing:

No. 4 mesh screen	95
No. 8 mesh screen	80

2.3.8.2 Nitrogen Content

Minimum percent based on dry weight:

Fir Sawdust	0.7
Fir or Pine Bark	1.0

2.3.9 Gypsum

Coarsely ground gypsum comprised of calcium sulfate dihydrate 61 percent, calcium 22 percent, sulfur 17 percent; minimum 96 percent passing through 20 mesh screen, 100 percent passing thru 16 mesh screen.

2.3.10 Calcined Clay

Calcined clay shall be granular particles produced from montmorillonite clay calcined to a minimum temperature of 1200 degrees F. Gradation: A minimum 90 percent shall pass a No. 8 sieve; a minimum 99 percent shall be retained on a No. 60 sieve; and a maximum 2 percent shall pass a No. 100 sieve. Bulk density: A maximum 40 pounds per cubic foot.

2.4 FERTILIZER

2.4.1 Granular Fertilizer

Organic, granular controlled release fertilizer containing the following minimum percentages, by weight, of plant food nutrients:

16 percent available nitrogen
4 percent available phosphorus
8 percent available potassium

2.4.2 Hydroseeding Fertilizer

Controlled release fertilizer, to use with hydroseeding and composed of pills coated with plastic resin to provide a continuous release of nutrients for at least 6 months and containing the following minimum percentages, by weight, of plant food nutrients as recommended by local and state guidelines.

2.5 WATER

Unless otherwise directed, the source of water shall be the responsibility of the Contractor and shall be approved by the Contracting Officer. Source of water shall be of non-potable or potable and of suitable quality for irrigation, containing no elements toxic to plant life. Use non-potable, collected storm water, or graywater when available.

2.6 EROSION CONTROL MATERIALS

Erosion control material shall conform to the following:

2.6.1 Erosion Control Blanket

100 percent agricultural straw stitched with a degradable nettings, designed to degrade within 18 months.

2.6.2 Erosion Control Fabric

Fabric shall be knitted construction of polypropylene yarn with uniform mesh openings 3/4 to 1 inch square with strips of biodegradable paper. Filler paper strips shall have a minimum life of 6 months.

2.6.3 Erosion Control Net

Net shall be heavy, twisted jute mesh, weighing approximately 1.22 pounds per linear yard and 4 feet wide with mesh openings of approximately 1 inch square.

2.6.4 Erosion Control Material Anchors

Erosion control anchors shall be as recommended by the manufacturer.

PART 3 EXECUTION

3.1 PREPARATION

3.1.1 EXTENT OF WORK

Provide soil preparation (including soil conditioners as required), fertilizing, seeding, and surface topdressing of all newly graded finished earth surfaces, unless indicated otherwise, and at all areas inside or outside the limits of construction that are disturbed by the Contractor's operations.

3.1.1.1 Topsoil

Provide 2 inches of off-site topsoil or on-site topsoil to meet indicated finish grade. After areas have been brought to indicated finish grade, incorporate fertilizer, pH adjusters, and soil conditioners into soil a minimum depth of 4 inches by disking, harrowing, tilling or other method approved by the Contracting Officer. Remove debris and stones larger than 3/4 inch in any dimension remaining on the surface after finish grading. Correct irregularities in finish surfaces to eliminate depressions. Protect finished topsoil areas from damage by vehicular or pedestrian traffic.

3.1.1.2 Soil Conditioner Application Rates

Apply soil conditioners at rates as determined by laboratory soil analysis of the soils at the job site.

3.1.1.3 Fertilizer Application Rates

Apply fertilizer at rates as determined by laboratory soil analysis of the soils at the job site.

3.2 SEEDING

3.2.1 Seed Application Seasons and Conditions

Immediately before seeding, restore soil to proper grade. Do not seed when ground is muddy, frozen, snow covered or in an unsatisfactory condition for seeding. If special conditions exist that may warrant a variance in the above seeding dates or conditions, submit a written request to the Contracting Officer stating the special conditions and proposed variance. Apply seed within twenty four hours after seedbed preparation. Sow seed by approved sowing equipment. Sow one-half the seed in one direction, and sow remainder at right angles to the first sowing.

3.2.2 Seed Application Method

Seeding method shall be broadcasted and drop seeding or hydroseeding at the contractor's option.

3.2.2.1 Broadcast and Drop Seeding

Seed shall be uniformly broadcast at the rate of 2 pounds per 1000 square feet. Use broadcast or drop seeders. Sow one-half the seed in one direction, and sow remainder at right angles to the first sowing. Cover seed uniformly to a maximum depth of 1/4 inch in clay soils and 1/2 inch in sandy soils by means of spike-tooth harrow, cultipacker, raking or other approved devices.

3.2.2.2 Hydroseeding

First, mix water and fiber. Wood cellulose fiber, paper fiber, or recycled paper shall be applied as part of the hydroseeding operation. Fiber shall be added at 1,000 pounds, dry weight, per acre. Then add and mix seed and fertilizer to produce a homogeneous slurry. Seed shall be mixed to ensure broadcasting at the rate of 50 pounds per acre. When hydraulically sprayed on the ground, material shall form a blotter like cover impregnated uniformly with grass seed. Spread with one application with no second application of mulch.

3.2.3 Rolling

Immediately after seeding, firm entire area except for slopes in excess of 3 to 1 with a roller not exceeding 90 pounds for each foot of roller width. If seeding is performed with cultipacker-type seeder or by hydroseeding, rolling may be eliminated.

3.2.4 Erosion Control Material

Install in accordance with manufacturer's instructions, where indicated or as directed by the Contracting Officer.

3.2.5 Watering

Start watering areas seeded as required by temperature and wind conditions. Apply water at a rate sufficient to insure thorough wetting of soil to a depth of 3 inches without run off. During the germination process, seed is to be kept actively growing and not allowed to dry out. Continue watering for an establishment period of 28 days.

3.3 PROTECTION OF TURF AREAS

Immediately after turfing, protect area against traffic and other use.

3.4 RESTORATION

Restore to original condition existing turf areas which have been damaged during turf installation operations at the Contractor's expense. Keep clean at all times at least one paved pedestrian access route and one paved vehicular access route to each building. Clean other paving when work in adjacent areas is complete.

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DIVISION 32 - EXTERIOR IMPROVEMENTS

SECTION 32 92 23

SODDING

04/06

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-- End of Section Table of Contents --

SECTION 32 92 23

SODDING
04/06

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C 602	(2013) Agricultural Liming Materials
ASTM D 4427	(2013) Peat Samples by Laboratory Testing
ASTM D 4972	(2013) pH of Soils

TURFGRASS PRODUCERS INTERNATIONAL (TPI)

TPI GSS	(1995) Guideline Specifications to Turfgrass Sodding

U.S. DEPARTMENT OF AGRICULTURE (USDA)

DOA SSIR 42	(1996) Soil Survey Investigation Report No. 42, Soil Survey Laboratory Methods Manual, Version 3.0

1.2 DEFINITIONS

1.2.1 Stand of Turf

100 percent ground cover of Paspalum notatum 'Pensacola', Pensacola Bahia Grass.

1.3 RELATED REQUIREMENTS

Section 32 05 33 LANDSCAPE ESTABLISHMENT and Section 32 92 19 SEEDING apply to this section for pesticide use and plant establishment requirements, with additions and modifications herein.

1.4 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. The following shall be submitted in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-06 Test Reports

Topsoil composition tests (reports and recommendations).

SD-07 Certificates

Sod farm certification for sods. Indicate type of sod in accordance with TPI GSS.

1.5 DELIVERY, STORAGE, AND HANDLING

1.5.1 Delivery

1.5.1.1 Sod Protection

Protect from drying out and from contamination during delivery, on-site storage, and handling.

1.5.1.2 Fertilizer, Gypsum, Sulfur, and Lime Delivery

Deliver to the site in original, unopened containers bearing manufacturer's chemical analysis, name, trade name, trademark, and indication of conformance to state and federal laws. Instead of containers, fertilizer, gypsum, sulfur, and lime may be furnished in bulk with certificate indicating the above information.

1.5.2 Storage

1.5.2.1 Sod Storage

Lightly sprinkle with water, cover with moist burlap, straw, or other approved covering; and protect from exposure to wind and direct sunlight until planted. Provide covering that will allow air to circulate so that internal heat will not develop. Do not store sod longer than 24 hours. Do not store directly on concrete or bituminous surfaces.

1.5.2.2 Topsoil

Prior to stockpiling topsoil, treat growing vegetation with application of appropriate specified non-selective herbicide. Clear and grub existing vegetation three to four weeks prior to stockpiling topsoil.

1.5.2.3 Handling

Do not drop or dump materials from vehicles.

1.6 TIME RESTRICTIONS AND PLANTING CONDITIONS

1.6.1 Restrictions

Do not plant when the ground is frozen, snow covered, muddy, or when air temperature exceeds 90 degrees Fahrenheit.

1.7 TIME LIMITATIONS

1.7.1 Sod

Place sod a maximum of thirty six hours after initial harvesting, in accordance with TPI GSS as modified herein.

PART 2 PRODUCTS

2.1 SODS

2.1.1 Classification

Nursery grown, certified as classified in the TPI GSS. Machine cut sod at a uniform thickness of 3/4 inch within a tolerance of 1/4 inch, excluding top growth and thatch. Each individual sod piece shall be strong enough to support its own weight when lifted by the ends. Broken pads, irregularly shaped pieces, and torn or uneven ends will be rejected.

2.1.2 Purity

Sod species shall be genetically pure, free of weeds, pests, and disease.

2.1.3 Planting Dates

Planting dates shall conform to local guidelines and current weather patterns.

2.1.4 Composition

2.1.4.1 Proportion

Sod shall be 100% Paspalum notatum 'Pensacola', Pensacola Bahia Grass

2.2 TOPSOIL

2.2.1 On-Site Topsoil

Surface soil stripped and stockpiled on site and modified as necessary to meet the requirements specified for topsoil in paragraph entitled "Composition." When available topsoil shall be existing surface soil stripped and stockpiled on-site.

2.2.2 Off-Site Topsoil

Conform to requirements specified in paragraph entitled "Composition." Additional topsoil shall be furnished by the Contractor.

2.2.3 Composition

Containing from 5 to 10 percent organic matter as determined by the topsoil composition tests of the Organic Carbon, 6A, Chemical Analysis Method described in DOA SSIR 42. Maximum particle size, 3/4 inch, with maximum 3 percent retained on 1/4 inch screen. The pH shall be tested in accordance with ASTM D 4972. Topsoil shall be free of sticks, stones, roots, and other debris and objectionable materials.

2.3 SOIL CONDITIONERS

Add conditioners to topsoil as required to bring into compliance with "composition" standard for topsoil as specified herein.

2.3.1 Lime

Commercial grade hydrate limestone containing a calcium carbonate equivalent (C.C.E.) as specified in ASTM C 602.

2.3.2 Aluminum Sulfate

Commercial grade.

2.3.3 Sulfur

100 percent elemental

2.3.4 Iron

100 percent elemental

2.3.5 Peat

Natural product of peat moss derived from a freshwater site and conforming to ASTM D 4427. Shred and granulate peat to pass a 1/2 inch mesh screen and condition in storage pile for minimum 6 months after excavation.

2.3.6 Sand

Clean and free of materials harmful to plants.

2.3.7 Perlite

Horticultural grade.

2.3.8 Composted Derivatives

Ground bark, nitrolized sawdust, humus or other green wood waste material free of stones, sticks, and soil stabilized with nitrogen and having the following properties:

2.3.8.1 Particle Size

Minimum percent by weight passing:

No. 4 mesh screen	95
No. 8 mesh screen	80

2.3.8.2 Nitrogen Content

Minimum percent based on dry weight:

Fir Sawdust	0.7
Fir or Pine Bark	1.0

2.3.9 Gypsum

Coarsely ground gypsum comprised of calcium sulfate dihydrate 91 percent, calcium 22 percent, sulfur 17 percent; minimum 96 percent passing through 20 mesh screen, 100 percent passing thru 16 mesh screen.

2.3.10 Calcined Clay

Calcined clay shall be granular particles produced from montmorillonite clay calcined to a minimum temperature of 1200 degrees F. Gradation: A minimum 90 percent shall pass a No. 8 sieve; a minimum 99 percent shall be retained on a No. 60 sieve; and a maximum 2 percent shall pass a No.

100 sieve. Bulk density: A maximum 40 pounds per cubic foot.

2.4 FERTILIZER

2.4.1 Granular Fertilizer

Organic, granular controlled release fertilizer containing the following minimum percentages, by weight, of plant food nutrients:

16 percent available nitrogen
4 percent available phosphorus
8 percent available potassium

2.5 WATER

Unless otherwise directed, the source of water shall be the responsibility of the Contractor and shall be approved by the Contracting Officer. Source of water shall be of non-potable or potable and of suitable quality for irrigation, containing no elements toxic to plant life. Use non-potable, collected storm water, or graywater when available.

PART 3 EXECUTION

3.1 PREPARATION

3.1.1 Extent Of Work

Provide soil preparation (including soil conditioners), fertilizing, and sodding of all newly graded finished earth surfaces, unless indicated otherwise, and at all areas inside or outside the limits of construction that are disturbed by the Contractor's operations.

3.1.2 Soil Preparation

Remove debris and stones larger than 3/4 inch in any dimension remaining on the surface after finish grading. Remove all construction and paving debris. Correct irregularities in finish surfaces to eliminate depressions.

Provide 2 inches of off-site topsoil or on-site topsoil to meet indicated finish grade. After areas have been brought to indicated finish grade, incorporate fertilizer, pH adjusters, and soil conditioners into soil a minimum depth of 4 inches by disking, harrowing, tilling or other method approved by the Contracting Officer. Protect finished topsoil areas from damage by vehicular or pedestrian traffic.

3.1.2.1 Soil Conditioner Application Rates

Apply soil conditioners at rates as determined by laboratory soil analysis of the soils at the job site.

3.1.2.2 Fertilizer Application Rates

Apply fertilizer at rates as determined by laboratory soil analysis of the soils at the job site.

3.2 SODDING

Provide a 15 foot wide strip of sod extending outwards from the edge of

new pavements.

3.2.1 Finished Grade and Topsoil

Prior to the commencement of the sodding operation, the Contractor shall verify that finished grades are as indicated on drawings; the placing of topsoil, smooth grading, and compaction requirements have been completed in accordance with specifications

The prepared surface shall be a maximum 1 inch below the adjoining grade of any surfaced area. New surfaces shall be blended to existing areas. The prepared surface shall be completed with a light raking to remove from the surface debris and stones over a minimum 5/8 inch in any dimension.

3.2.2 Placing

Place sod a maximum of 36 hours after initial harvesting, in accordance with TPI GSS as modified herein.

3.2.3 Sodding Slopes and Ditches

Anchor each piece of sod with wood pegs a maximum 2 feet on center. For slopes 2:1 and greater, lay sod with long edge perpendicular to the contour. For V-ditches and flat bottomed ditches, lay sod with long edge perpendicular to flow of water.

3.2.4 Finishing

After completing sodding, blend edges of sodded area smoothly into surrounding area. Air pockets shall be eliminated and a true and even surface shall be provided. Frayed edges shall be trimmed and holes and missing corners shall be patched with sod.

3.2.5 Rolling

Immediately after sodding, firm entire area except for slopes in excess of 3 to 1 with a roller not exceeding 90 pounds for each foot of roller width.

3.2.6 Watering

Start watering areas sodded as required by daily temperature and wind conditions. Apply water at a rate sufficient to ensure thorough wetting of soil to minimum depth of 6 inches. Run-off, puddling, and wilting shall be prevented. Unless otherwise directed, watering trucks shall not be driven over turf areas. Watering of other adjacent areas or plant material shall be prevented. Continue watering for an establishment period of 28 days.

3.3 PROTECTION OF TURF AREAS

Immediately after turfing, protect area against traffic and other use.

3.4 RESTORATION

Restore to original condition existing turf areas which have been damaged during turf installation operations. Keep clean at all times at least one paved pedestrian access route and one paved vehicular access route to each building. Clean other paving when work in adjacent areas is complete.

-- End of Section --

SUBMITTAL REGISTER

CONTRACT NO.

TITLE AND LOCATION
Pavement and Lighting Repairs

CONTRACTOR

ACTIVITY NO	TRANSMITTAL NO	SPEC SECT	DESCRIPTION ITEM SUBMITTED	PARAGRAPH #	CLASSIFICATION	GOVT OR A/E REVWR	CONTRACTOR: SCHEDULE DATES			CONTRACTOR ACTION			APPROVING AUTHORITY				MAILED TO CONTR/	
							SUBMIT	APPROVAL NEEDED BY	MATERIAL NEEDED BY	ACTION CODE	DATE OF ACTION	DATE FWD TO APPR AUTH/ DATE RCD FROM CONTR	DATE FWD TO OTHER REVIEWER	DATE RCD FROM OTH REVIEWER	ACTION CODE	DATE OF ACTION	DATE RCD FRM APPR AUTH	REMARKS
(a)	(b)	(c)	(d)	(e)	(f)		(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
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			Inspection Reports	3.1	G													
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SUBMITTAL REGISTER

CONTRACT NO.

TITLE AND LOCATION
Pavement and Lighting Repairs

CONTRACTOR

ACTIVITY NO	TRANSMITTAL NO	SPEC SECT	DESCRIPTION ITEM SUBMITTED	PARAGRAPH #	CLASSIFICATION	GOVT OR A/E REVWR	CONTRACTOR: SCHEDULE DATES			CONTRACTOR ACTION			APPROVING AUTHORITY					
							SUBMIT	APPROVAL NEEDED BY	MATERIAL NEEDED BY	ACTION CODE	DATE OF ACTION	DATE FWD TO APPR AUTH/ DATE RCD FROM CONTR	DATE FWD TO OTHER REVIEWER	DATE RCD FROM OTH REVIEWER	ACTION CODE	DATE OF ACTION	MAILED TO CONTR/ DATE RCD FRM APPR AUTH	REMARKS
(a)	(b)	(c)	(d)	(e)	(f)		(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
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		32 01 29.61	SD-03 Product Data															
			Mix Design	2.1.4.1	G													
			Proprietary Cementitious	2.1.10	G													
			Products															
			Pigmented Liquid	2.1.5.1	G													
			Membrane-Forming Compound															

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CONTRACT NO.

TITLE AND LOCATION
Pavement and Lighting Repairs

CONTRACTOR

ACTIVITY NO	TRANSMITTAL NO	SPEC SECT	DESCRIPTION ITEM SUBMITTED	PARAGRAPH #	CLASSIFICATION	GOVT OR A/E REVWR	CONTRACTOR: SCHEDULE DATES			CONTRACTOR ACTION			APPROVING AUTHORITY					
							SUBMIT	APPROVAL NEEDED BY	MATERIAL NEEDED BY	ACTION CODE	DATE OF ACTION	DATE FWD TO APPR AUTH/ DATE RCD FROM CONTR	DATE FWD TO OTHER REVIEWER	DATE RCD FROM OTH REVIEWER	ACTION CODE	DATE OF ACTION	MAILED TO CONTR/ DATE RCD FRM APPR AUTH	REMARKS
(a)	(b)	(c)	(d)	(e)	(f)		(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
		32 01 29.61	Pigmented Liquid	2.1.5.1	G													
			Membrane-Forming Compound															
			SD-05 Design Data															
			Concrete Mix Design	1.3.1	G													
			SD-06 Test Reports															
			Test Results	1.3.1														
			Gradation	1.3.1.2														
			Gradation	2.1.1.4														
			Cement	1.3.1.1														
			Slump	2.1.4.1														
			Air Content	2.1.4.1														
			Strength	3.4.2														
			Mixer Calibration and Efficiency	1.3.2														
			SD-07 Certificates															
			Cement	1.3.1.1														
			Aggregate	1.3.1.2														
			Admixtures	2.1.3														
			Pigmented Liquid	2.1.5.1														
			Membrane-Forming Compound															
			Pigmented Liquid	2.1.5.1														
			Membrane-Forming Compound															
			Joint Filler	2.1.8														
			Joint Sealant	2.1.7														
		32 11 24	SD-06 Test Reports															
			Gradation	3.6.2.1														
			Gradation	3.6.2.1														

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		32 11 24	Bearing ratio	2.1.1														
			Liquid limit	2.1.1														
			Plasticity index	2.1.1														
			Percentage of wear	2.1.1														
			Dry weight	2.1.1														
			Density	3.6.2.3														
			Density	3.6.2.3														
			Smoothness	3.6.2.2														
			Thickness	3.6.2.5														
		32 12 10	SD-03 Product Data															
			Waybills and Delivery Tickets															
			SD-06 Test Reports															
			Sampling and Testing	3.7														
		32 12 11	SD-03 Product Data															
			Waybills and Delivery Tickets															
			Cutback Asphalt	2.2.2.1														
			Asphalt Cement	2.2.2.3														
			SD-06 Test Reports															
			Tests	1.3.2														
		32 12 15.13	SD-02 Shop Drawings															
			Placement Plan	2.1	G													
			SD-03 Product Data															
			Diamond Grinding Plan	2.1.6	G													
			Mix Design	2.4	G													
			Contractor Quality Control	3.1	G													
			SD-06 Test Reports															

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(a)	(b)	(c)	(d)	(e)	(f)		(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
		32 12 15.13	Aggregates	2.2	G													
			QC Monitoring	3.1.3.10														
			SD-07 Certificates															
			Asphalt Cement Binder	2.3	G													
			Testing Laboratory	3.7														
		32 17 23.00 20	SD-03 Product Data															
			Reflective media for airfields	2.1.2														
			Paints for airfields	2.1.1														
			Paints for roads and streets															
			Equipment	1.5	G													
			SD-06 Test Reports															
			Reflective media for airfields	2.1.2														
			Paints for airfields	2.1.1														
			SD-07 Certificates															
			Reflective media for airfields	2.1.2														
			Paints for airfields	2.1.1														
			Volatile Organic Compound															
			Construction equipment list	1.5														
			SD-08 Manufacturer’s Instructions															
			Paints for airfields	2.1.1														
		32 92 19	SD-07 Certificates															
			seed	2.1														
		32 92 23	SD-06 Test Reports															
			Topsoil composition tests	2.2.3														
			SD-07 Certificates															
			sods	2.1														