SECTION 01 11 00

SUMMARY OF WORK
08/11

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 E2114	(2008) Standard Terminology for Sustainability Relative to the Performance of Buildings

U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)

Energy Star	(1992; R 2006) Energy Star Energy Efficiency Labeling System

1.2 DEFINITIONS

Definitions pertaining to sustainable development are as defined in ASTM E2114, Section 01 57 20.00 10 ENVIRONMENTAL PROTECTION, and as specified.

a. "Environmentally preferable products" have a lesser or reduced effect on the environment in comparison to conventional products and services. This comparison may consider raw materials acquisition, production, manufacturing, packaging, distribution, reuse, operation, maintenance, or disposal of the product.

b. "Indoor environmental quality" is the physical characteristics of the building interior that impact occupants, including air quality, illumination, acoustics, occupant control, thermal comfort, daylighting, and views.

c. "Operational performance" is the functional behavior of the building as a whole or of the building components.

d. "Sustainability" is the balance of environmental, economic, and societal considerations.

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. The following shall be submitted in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-07 Certificates

Energy Performance Rating

1.4 WORK COVERED BY CONTRACT DOCUMENTS

1.4.1 Project Description

The work includes the following and incidental related work.

a. Two (2) 2,500 barrel (105,000-gallon) operating tanks

b. 1,800 GPM 3,000-square foot pump house with API 1581 filters and product recovery system

c. Underground pressurized hydrant pipeline loop

d. Refueling apron with four (4) hot pit refueling pantograph stations

e. Demolition of a 4,000-square foot Civil Air Patrol (CAP) building and foundation

f. 8-inch underground carbon coated steel (CCS) pipe from adjacent bulk fuel storage facility to pump house

g. Through-dike wall with sleeves for piping from pump house to tanks

h. Single wall 8-inch underground epoxy lined and coated carbon steel (CCS) pipe, supply line from the pump house to the apron

i. Single wall 6-inch underground epoxy lined and coated carbon steel (CCS) pipe, return line from the apron to the pump house

j. Single wall 2/4-inch double wall underground CCS pressure relief piping from the fueling apron to the pumphouse

k. A leak detection system.

l. Hydrant loop system flush valve vault

m. Combination isolation and low point drain vault

1.4.2 Location

The work shall be located at the south side of the existing fuel farm, an area just north-west of the existing ACA hanger (east of taxiway E), and a fuel line pathway from the fuel farm area to the ACA fuel apron area., approximately as indicated. The exact location will be shown by the Contracting Officer.

1.5 PROJECT ENVIRONMENTAL GOALS

Contractor shall distribute copies of the Environmental Goals to each subcontractor and the Contracting Officer. The overall goal for design, construction, and operation is to produce a building that meets the functional program needs and incorporates the principles of sustainability. Specifically:

a. Preserve and restore the site ecosystem and biodiversity; avoid site degradation and erosion. Minimize offsite environmental impact.

b. Use the minimum amount of energy, water, and materials feasible to meet the design intent. Select energy and water efficient equipment and strategies.

c. Use environmentally preferable products and decrease toxicity level of materials used.

d. Use renewable energy and material resources.

e. Optimize operational performance (through commissioning efforts) in order to ensure energy efficient equipment operates as intended. Consider the durability, maintainability, and flexibility of building systems.

f. Manage construction site and storage of materials to ensure no negative impact on the indoor environmental quality of the building.

g. Reduce construction waste through reuse, recycling, and supplier take-back.

1.5.1 Independent Verification

1.5.1.1 EPA Energy Performance Rating

Provide work consistent with drawings in order to meet Energy Star in accordance with design.

1.6 OCCUPANCY OF PREMISES

Building(s) will be occupied during performance of work under this Contract. Occupancy notifications will be posted in a prominent location in the work area.

Before work is started, the Contractor shall arrange with the Contracting Officer a sequence of procedure, means of access, space for storage of materials and equipment, and use of approaches, corridors, and stairways.

1.7 EXISTING WORK

In addition to "FAR 52.236-9, Protection of Existing Vegetation, Structures, Equipment, Utilities, and Improvements":

a. Remove or alter existing work in such a manner as to prevent injury or damage to any portions of the existing work which remain.

b. Repair or replace portions of existing work which have been altered during construction operations to match existing or adjoining work, as approved by the Contracting Officer. At the completion of operations, existing work shall be in a condition equal to or better than that which existed before new work started.

1.8 LOCATION OF UNDERGROUND UTILITIES

Obtain digging permits prior to start of excavation by contacting the Contracting Officer 15 calendar days in advance. Scan the construction site with Ground Penetrating Radar and electromagnetic or sonic equipment, and mark the surface of the groundor paved surface where existing

underground utilities are discovered. Verify the elevations of existing piping, utilities,and any type of underground or encased obstruction not indicated to be specified or removed but indicated or discovered during scanning in locations to be traversed by piping, ducts, and other work to be conducted or installed. Verify elevations before installing new work closer than nearest manhole or other structure at which an adjustment in grade can be made.

1.8.1 Notification Prior to Excavation

Notify the Contracting Officer at least 15 days prior to starting excavation work. Contact Miss Utility 15 days prior to excavating. Contractor is responsible for marking all utilities not marked by Miss Utility.

1.9 GOVERNMENT-FURNISHED MATERIAL AND EQUIPMENT

Pursuant to Contract Clause "FAR 52.245-2, Government Property (Fixed Price Contracts)" , the Government will furnish the following materials and equipment for installation by the Contractor:

a. Fuel for commissioning/testing of the system.

1.9.1 Delivery Schedule

Notify the Contracting Officer in writing at least 30 calendar days in advance of the date on which the materials and equipment are required. Pick up materials and equipment no later than 30 calendar days after such date. When materials and equipment are not picked up by the 30th day, the Contractor will be charged for storage.

1.9.2 Delivery Location

The materials and equipment are to be coordinated by the Contractor.

1.10 SALVAGE MATERIAL AND EQUIPMENT

Items designated by the Contracting Officer to be salvaged shall remain the property of the Government.

The salvaged property shall be segregated, itemized, delivered, and off-loaded at the Government designated storage area located within ~~30~~5 miles of the construction site.

Contractor shall maintain property control records for material or equipment designated as salvage. Contractor's system of property control may be used if approved by the Contracting Officer. Contractor shall be responsible for storage and protection of salvaged materials and equipment until disposition by the Contracting Officer.

PART 2 PRODUCTS

Not used.

PART 3 EXECUTION

Not used.

-- End of Section --

SECTION 01 14 00

WORK RESTRICTIONS
11/11

PART 1 GENERAL

1.1 DEFINITIONS

1.1.1 State

"State" when used in reference to states of the United States shall also include the Territory of Guam.

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-01 Preconstruction Submittals

Completed Special Access Determination (NAVSEA 5510/15); G
Government guard services; G
Medical plan; G
Contractor regulations; G
Transportation of personnel, materials, and equipment; G
Purchase orders; G
List of Contact Personnel; G
Vehicle List; G
Statement of Acknowledgement Form SF 1413; G

1.3 SPECIAL SCHEDULING REQUIREMENTS

a. Taxiway E and ACA Facility shall be ready for operation as approved by Contracting Officer before work is started on the fueling apron which would interfere with normal operation.

b. Have materials, equipment, and personnel required to perform the work at the site prior to the commencement of the work.

c. The Taxiway E and aCA Facility will remain in operation during the entire construction period. The Contractor shall conduct his operations so as to cause the least possible interference with normal operations of the activity.

d. Permission to interrupt any Activity roads, railroads, and/or utility service shall be requested in writing a minimum of 15 calendar days prior to the desired date of interruption.

e. The work under this contract requires special attention to the scheduling and conduct of the work in connection with existing operations. Identify on the construction schedule each factor which constitutes a potential interruption to operations.

The following conditions apply:

(1) Access through the Pathfinder Gate.

(2) Access through the ~~AA~~ACA Security Gate.

1.4 CONTRACTOR ACCESS AND USE OF PREMISES

1.4.1 Activity Regulations

Ensure that Contractor personnel employed on the Activity become familiar with and obey Activity regulations including safety, fire, traffic and security regulations. Keep within the limits of the work and avenues of ingress and egress. Ingress and egress of Contractor vehicles at the Activity is limited to the ~~H-3~~Pearl Harbor gate. To minimize traffic congestion, delivery of materials shall be outside of peak traffic hours (6:30 to 8:00 a.m. and 3:30 to 5:00 p.m.) unless otherwise approved by the Contracting Officer.Wear hard hats in designated areas. Do not enter any restricted areas unless required to do so and until cleared for such entry. The Contractor's equipment shall be conspicuously marked for identification.

1.4.1.1 Subcontractors and Personnel Contacts

Furnish a list of contact personnel of the Contractor and subcontractors including addresses and telephone numbers for use in the event of an emergency. As changes occur and additional information becomes available, correct and change the information contained in previous lists.

1.4.1.2 Identification Badges and Installation Access

Application for and use of badges will be as directed. Obtain access to the installation by participating in the Navy Commercial Access Control System (NCACS), or by obtaining passes each day from the Base Pass and Identification Office. Costs for obtaining passes through the NCACS are the responsibility of the Contractor. One-day passes, issued through the Base Pass and Identification Office, will be furnished without charge. Furnish a completed EMPLOYMENT ELIGIBILITY VERIFICATION (DHS FORM I-9) form for all personnel requesting badges. This form is available at http://www.uscis.gov/portal/site/uscis by searching or selecting Employment Verification (Form I-9) Immediately report instances of lost or stolen badges to the Contracting Officer.

a. NCACS Program: NCACS is a voluntary program in which Contractor personnel who enroll, and are approved, are subsequently granted access to the installation for a period up to one year, or the length of the contract, whichever is less, and are not required to obtain a new pass from the Base Pass and Identification Office for each visit. The Government performs background screening and credentialing. Throughout the year the Contractor employee must continue to meet background screening standards. Periodic background screenings are conducted to verify continued NCACS participation and installation access privileges. Under the NCACS program, no commercial vehicle inspection is required, other than for Random Anti-Terrorism Measures (RAM) or in the case of an elevation of Force Protection Conditions (FPCON). Information on costs and requirements to participate and enroll in NCACS is available at http://www.rapidgate.com or by calling 1-877-727-4342. Contractors should be aware that the costs incurred to obtain NCACS credentials, or costs related to any means of access to a Navy Installation, are not reimbursable. Any time invested, or price(s) paid, for obtaining NCACS credentials will not be compensated

in any way or approved as a direct cost of any contract with the Department of the Navy.

b. One-Day Passes: Participation in the NCACS is not mandatory, and if the Contractor chooses to not participate, the Contractor's personnel will have to obtain daily passes, be subject to daily mandatory vehicle inspection, and will have limited access to the installation. The Government will not be responsible for any cost or lost time associated with obtaining daily passes or added vehicle inspections incurred by non-participants in the NCACS.

1.4.1.3 Employee List

The Contractor shall provide to the Contracting officer, in writing, the names of two designated representatives authorized to request personnel and vehicle passes for employees and subcontractor's employees prior to commencement of work under this contract. The Contractor shall adhere to the requirements of "Important Clarifications - Contractors - How to Gain Access," dated 31 October 1995, in obtaining access to the Naval Air Station complex for the life of the contract. A copy of these requirements will be provided at the preconstruction meeting.

1.4.1.4 Personnel Entry Approval

Failure to obtain entry approval will not affect the contract price or time of completion.

1.4.1.5 No Smoking Policy

Smoking is prohibited within and outside of all buildings on installations under the cognizance of NAVFAC Washington except in designated smoking areas. This applies to existing buildings, buildings under construction and buildings under renovation. Discarding tobacco materials other than into designated tobacco receptacles is considered littering and is subject to fines. The Contracting Officer will identify designated smoking areas.

1.4.2 Working Hours

Regular working hours shall consist of an 8 1/2 hour period established by the Contractor Officer, between 7 a.m. and 3:30 p.m., Monday through Friday, and 7 a.m. to 11 p.m. on Saturday, excluding Government holidays.

1.4.3 Work Outside Regular Hours

Work outside regular working hours requires Contracting Officer approval. Make application 15 calendar days prior to such work to allow arrangements to be made by the Government for inspecting the work in progress, giving the specific dates, hours, location, type of work to be performed, contract number and project title. Based on the justification provided, the Contracting Officer may approve work outside regular hours. During periods of darkness, the different parts of the work shall be lighted in a manner approved by the Contracting Officer. Make utility cutovers after normal working hours or on Saturdays, Sundays, and Government holidays unless directed otherwise.

1.4.4 Occupied and Existing Buildings

The Contractor shall be working around existing buildings which is occupied. Do not enter the buildings without prior approval of the

Contracting Officer.

The existing buildings and their contents shall be kept secure at all times. Provide temporary closures as required to maintain security as directed by the Contracting Officer.

Provide dust covers or protective enclosures to protect existing work that remains and Government material located in the ACA Facility during the construction period.

Relocate movable furniture approximately 6 feet away from the Contractor's working area as required to perform the work, protect the furniture, and replace the furniture in its original location upon completion of the work. Leave attached equipment in place, and protect it against damage, or temporarily disconnect, relocate, protect, and reinstall it at the completion of the work.

The Government will remove and relocate other Government property in the areas of the building scheduled to receive work.

1.4.5 Utility Cutovers and Interruptions

a. Make utility cutovers and interruptions after normal working hours or on Saturdays, Sundays, and Government holidays. Conform to procedures required in the paragraph "Work Outside Regular Hours."

b. Ensure that new utility lines are complete, except for the connection, before interrupting existing service.

c. Interruption to water, sanitary sewer, storm sewer, telephone service, electric service, air conditioning, heating, fire alarm, compressed air, and Jet Fuel shall be considered utility cutovers pursuant to the paragraph entitled "Work Outside Regular Hours."

d. Operation of Station Utilities: The Contractor shall not operate nor disturb the setting of control devices in the station utilities system, including water, sewer, electrical, and steam services. The Government will operate the control devices as required for normal conduct of the work. The Contractor shall notify the Contracting Officer giving reasonable advance notice when such operation is required.

1.5 SECURITY REQUIREMENTS

1.5.1 Personnel List

Submit for approval, at least 15 days prior to the desired date of entry, an original alphabetical list of personnel who require entry into Government property to perform work on the project. Furnish for each person:

a. Name

b. Date and place of birth

c. Citizenship

d. Home address

e. Social security number

f. Current pass expiration date

g. Naturalization or Alien Registration number

h. Passport number, place of issue, and expiration date

The request for personnel passes shall be accompanied with the following certification:

"I hereby certify that all personnel on this list are either born U.S. citizens, naturalized U.S. citizens with the naturalization number shown, or legal aliens with the alien registration number indicated."

Signature/Firm Name

1.5.1.1 Citizenship Requirements

Aliens will not be admitted to the work site without approval. Aliens are not allowed on the Fueling apron Portion of the project site, beyond the Pathfinder Fence. Clearance for aliens may require approximately 20 work days for approval.

1.5.2 Vehicle List

submit an original list of vehicles to be utilized at the work site with the following information for each vehicle:

a. Make

b. Year

c. Model

d. License number

e. Registered owner

1.5.3 Passes

Submit request for personnel and vehicle passes together. Include the Certificate of Insurance for Contractor and Subcontractor(s) and the Statement of Acknowledgement Form SF 1413 with the submittal. Passes will normally be issued within 21 days.

1.5.3.1 Control

Maintain strict accountability over passes. Immediately report to the source of issue, passes missing or lost and the circumstances. If the Contractor has another active contract or one commencing immediately, employees' names may be transferred from one contract to the other. Final payment will not be effected until employees are transferred to another contract or the records are cleared. Furnish a signed letter, countersigned by the source of issue, stating that passes have been turned in.

PART 2 PRODUCTS

Not Used

PART 3 EXECUTION

Not Used

-- End of Section --

SECTION 01 17 00

CONTRACTOR SELF-ESCORT REQUIREMENTS - ANDREWS AIRFORCE BASE
07/13

PART 1 GENERAL

1.1 DESCRIPTION OF SERVICES

Contractor shall provide qualified and trained escorts for construction activities within the Controlled Movement Area (CMA) on Joint Base Andrews during active periods of operations related to the ~~Repair of Taxiway Sierra~~ P1507 Type IV Hydrant Fuel System Project. Escort duties to include providing traffic control at all active intersections where the construction route crosses active roadways, taxiways or runways and to include providing entry control at designated Entry Control Point (ECP) to the construction site on the CMA.

1.2 SERVICE REQUIREMENTS

As part of their duties, the Contractor Self-Escorts (CSE) must be able to deter and detect trespassers or persons who illegally gain or attempt to gain access to the Taxiway Sierra Project Site. They shall also possess any additional skills that are inherent to the performance of the tasks outlined in this security specification. The CSE personnel are required to possess all equipment required by this security specification.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. 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-01 Preconstruction Submittals

Site Security Plan; G

1.4 SITE SECURITY PLAN

Prior to commencing contractor self-escorting for access to the project site, submit the Site Security Plan for review and approval by the Contracting Officer or Authorized Representative. The purpose of the Site Security Plan is to present a comprehensive overview of procedures and potential issues which the escorts must address during duration of the project. Issues of concern must be defined within the Site Security Plan as outlined in this section. Address each topic at a level of detail commensurate with the security issue and required task(s). Topics or issues which are not identified in this section, but are considered necessary, must be identified and discussed after those items formally identified in this section. Prior to submittal of the Site Security Plan, meet with the Contracting Officer or Authorized Representative and the Base's Security Forces Representative for the purpose of discussing the implementation of the initial Site Security Plan. The Site Security Plan must be current and maintained onsite by the Contractor.

1.4.1 Compliance

No requirement in this section will relieve the Contractor of any applicable Federal, State and Local laws and regulations. During construction, the Contractor shall be responsible for identifying, implementing, and submitting for approval any additional requirements to be included in the Site Security Plan.

1.4.2 Content of the Site Security Plan

Include in the Site Security Plan, but not limited to, the following:

a. A description of the self-escort organization including a chart showing lines of authority.

b. The name, qualifications, duties, responsibilities and authorities of each person assigned to the CSE.

c. Planned staffing of CMA ECP and of project construction site.

d. Procedures for Reporting any information or circumstances of which CSE are aware that may pose a threat to the security and/or safety of DoD personnel, Contractor personnel, resources and classified or unclassified defense information.

e. Procedures for security incident reporting. These include, but are not limited to, breach of security, accidents, procedural violations, and injury to persons or property.

f. Procedures for reporting daily and weekly status updates to the Joint Base Andrews Security Forces and/or the CO.

g. Procedures for documenting any in-house/refresher training accomplished during construction.

h. Procedures for positive control of gate keys including methods for tracking personnel who possess keys, total numbers of keys issued from the Joint Base Andrews Security Forces, and the location of any extra keys.

i. Procedures for opening the CMA ECP including methods for documenting the completion of these procedures.

j. Procedure for lock-up of the CMA ECP including methods for documenting the completion of these procedures.

k. A description of the CMA ECP configuration.

l. A description of the proposed guard shack. The guard shack is required to be equipped with portable heat and air conditioning.

1.4.3 Acceptance of the Plan

Acceptance of the Contractor's plan is required prior to use of the CMA ECP. The Government reserves the right to require the Contractor to make changes in his Site Security Plan and operations including removal of personnel, as necessary to obtain the quality specified.

1.4.4 Notification of Changes

After acceptance of the Site Security Plan, notify the Contracting Officer in writing of any proposed changes. Proposed changes are subject to acceptance of the Contracting Officer or Representative.

1.4.5 Coordination Meeting

After the Preconstruction Conference, prior to the use of the CMA ECP and prior to acceptance by the Government of the Site Security Plan, meet with the Contracting Officer or Authorized Representative and the Joint Base Andrews Security Force Representative to discuss the Contractor's Site Security Plan. Submit the Site Security Plan 14 calendar days prior to the coordination meeting. During the meeting, a mutual understanding of the security procedures and requirements must be developed, including the forms, control activities, training/testing, reporting, and the interrelationship of the CSE management and control with the Joint Base Andrews Security Forces. Minutes of the meeting will be prepared by the Government, signed by both the Contractor and the Contracting Officer and will become a part of the contract file. There may be occasions when subsequent conferences will be called by either party to reconfirm mutual understanding and/or address deficiencies in the Site Security Plan or procedures which may require corrective action by the Contractor.

1.5 CONTRACTOR SELF ESCORT

1.5.1 Minimum Experience Requirements

All CSE personnel shall meet the following requirements prior to assuming self-escorting related duties for the Repair of Taxiway Sierra Project:

a. Be a citizen of the United States of America.

b. Posses, at a minimum, either a high school diploma or GED equivalency certificate.

c. Be at least 21 years of age.

d. Be fluent in the English language and be able to communicate effectively both orally and in writing to government personnel, the Air Traffic Control Tower, and other contractors.

e. Be drug free and remain drug free for the duration of the contract.

f. Be able to pass and obtain a Joint Base Andrews flightline driver's license in the performance of escort services.

g. Possess a valid Driver's License.

h. Possess or obtain a recent (within six months of contract date) local agency National Criminal Information Center (NCIC) check through civilian agencies at the expense of the contractor.

1.5.2 Training

CSE personnel shall be trained to implement the Contractor's approved Site Security Plan. The Contractor is responsible for ensuring all contract employees receive and complete all required training prior to starting work.

All CSE personnel will be required to complete the Airfield Drivers Training Program. Airfield driving requirements include computer based training/test, airfield driving familiarization, written test, and airfield driving practical, which includes day and night time driving. All CSE personnel will be required to take and pass the airfield driver's test at the completion of the training to receive an airfield driver's license authorizing personnel to escort contractors onto the airfield. After CSE personnel have completed training, they will be issued an AF Form 483, Certificate of Competency card, which should be carried on their person at all times when operating a vehicle within the CMA and flightline.

After CSE personnel have completed training, they will be required to obtain a flight line Controlled Area Access Card (CAAC), which should be on their person at all times. The 11CES will generate the AF FM 2586 in order to obtain the CAAC. CSE personnel will bring the completed AF FM 2586, a copy of proof of favorably completed Federal Criminal History Background Check, and two forms of ID, one of which must be a state or federally issued photo ID to the Visitor's Control Center (VCC) for issuance of CAAC.

1.5.3 Documentation

Documented proof of all certifications, training, and medical status shall be maintained on file at the Contractor's project trailer for each member of the CSE. These documents shall be made available to the Joint Base Andrews Security Forces Representative and/or Contracting Officer when requested.

1.5.4 Required Equipment

The Contractor shall provide all communication and transportation equipment necessary for the execution of escort duties:

a. Provide a vehicle for each escort that is solid white with magnetic "Construction Escort" labels attached to the sides and rear of the vehicle.

b. Each escort vehicle shall be properly marked with standard orange and white checkered flags and/or rotating beacons.

c. Reflective Vest - One reflective vest per escort, to be readily available for periods of reduced visibility/inclement weather, as directed by the Contracting Officer or COR.

d. Provide VHF hand-held radios and battery chargers as well as back up radios in case of failures.

e. Provide power amplifiers and antennas for hand held radio mounted on each vehicle.

f. Provide office trailer of sufficient size for escort personnel. The contractor shall be responsible for performing any utility connections needed with proper government approval.

g. Provide temporary sanitation facilities at office trailer. Units shall be self-contained with both urinals and stool capabilities. The units shall be sufficiently ventilated to control odors and should be emptied and cleaned at least every 7 calendar days.

h. Provide two-way radios or cell phones for each escort for communication between personnel in office trailer and escorts on the construction site.

1.5.5 Photography

The Contractor shall not take photographs at any time while performing escort duties on Joint Base Andrews. A contractor employee, who is caught taking photographs, will be subject to confiscation of equipment and possible removal from working on the airfield.

1.5.6 Mental Demands

CSE personnel must be mentally alert at all times and capable of taking prompt efficient action to control access to the project site through the CMA ECP. No alcohol consumption by CSE personnel 8 hours prior to duty.

1.5.7 Physical Demands

CSE Personnel are expected to be physically able to perform the following functions in the performance of their assigned duties: frequent and prolonged walking, standing, sitting, stooping, climbing and crawling. CSE personnel shall be capable of performing all duties without regard to any physical limitations that would preclude full performance of duty. Physical stamina and strength in all of its forms (endurance, temperature/climate, stress, etc.) are a basic requirement of this position. Individuals not meeting the physical requirements of their assigned position shall be removed from the CSE.

1.5.8 Duty Responsibilities

CSE personnel shall provide the following services:

a. The CSE must physically check-in with Airfield Operations Customer Service in Building 1220 each morning prior to start of work and entering the airfield. The CSE shall provide location of construction activities, identification and proof of valid Certificate of Competency (AF Form 483).

b. Provide a log of all vehicles entering/exiting the project site

c. Provide traffic control at active intersections when construction vehicles are crossing active roadways

d. Perform emergency procedures for gate closure

e. Coordinate with contractor on daily escort requirements

f. Maintain surveillance of escortees at all times while on the CMA. Proper surveillance entails maintaining visual contact with the contractor to clearly observe all contractor activities.

g. Maintain proper situational awareness. CSE's shall not talk on the phone (except for official business), text, read, play video games, sleep, or perform any other activity that would distract the escort from their duties.

h. The CSE's cannot perform any other construction related activities while performing escort duties.

1.5.9 Removal From Duty

CSE personnel who are determined to pose an imminent threat to safety of personnel or property shall be immediately reported to Joint Base Andrews Security Forces and suspended from duty pending a joint Contractor and/or Joint Base Andrews Security Forces investigation. Upon completion of the investigation, the individual will either be allowed to return to work on the project site or permanently removed from work on the project site. Reasons for removal from duty include but are not limited to:

a. Falsifying reports or statements Loss, destruction, or irresponsible use of equipment Failure to carry out duties in a professional and courteous manner.

b. Violation of the alcohol/drug policy.

Contractor shall not, without the Contracting Officer's consent, reinstate any employee who has been permanently removed from working on the Project.

1.5.10 Other Requirements

Contractor shall provide cell phones to communicate with the COR or his alternate and 11th Security Forces Squadron to report suspicious activities by escorted contractor(s). Suspicious activities include but are not limited to: taking unauthorized pictures (facilities, personnel, or aircraft), unnecessary measurements not related to construction project, attempting to access unauthorized areas, etc. The Contractor may be required to provide 11th Security Forces incident with reports or signed statements in the event of a security breach.

Contractor may be required to perform escort responsibilities either inside or outside and in any type of weather. The Contractor shall provide all gear and clothing necessary to withstand working in inclement weather as well as hot and cold conditions. Gear may include appropriate clothing for the weather, safety equipment such as steel-toed boots/hard-hats, communications equipment such as radios/cell phones, & transportation equipment such as vehicles for transportation around base.

Contractor may be subject to moderate risks or discomforts that require special safety precautions. Escort duties may expose the Contractor to a variety of hazards associated with maintenance, repair, and minor construction activities including (but not limited to) high noise levels, dust, moving equipment, and inclement weather. Contractor shall provide all personal protective equipment that may be required on job sites. This includes, but is not limited to, safety glasses and shoes, hearing protection, hardhat, goggles, and similar clothing.

Contractor shall maintain a professional appearance at all times including a standard uniform which clearly identifies them as escort personnel. All uniforms must clearly display the name of the company from any angle. The contractor must submit uniform samples (pictures, slide show, or physical samples) with their proposal for review and approval. Recommended: Slacks, blouses, and shirts with collars. Restricted: No jeans, shorts, tee shirts, halter-tops, open-toe shoes, or jogging apparel.

PART 2 PRODUCTS

NOT USED

PART 3 EXECUTION

3.1 CONSTRUCTION SITE ENTRY CONTROL

In accordance with contract documents, CSE personnel shall maintain control of all personnel and vehicles entering the Repair Taxiway Sierra Project. Truck deliveries shall be verified against a roster of scheduled deliveries.

3.1.1 CMA ECP Locations

Controlled Movement Area Entry Control Point locations shall be as indicated in the plans.

3.1.2 CMA ECP Staffing

Each open CMA ECP shall be staffed with a minimum of 1 CSE personnel at all times during project operating hours. CSE personnel shall be administratively supervised by Contractor.

3.1.3 After Hours Control

During those times when the project is not operational or when a CMA ECP gate is not being utilized, the CMA ECP gate(s) shall be locked utilizing a lock furnished by the Contractor, and a lock provided by Base Security Forces. Place concrete barriers across gate entrance at the end of each construction day.

The Contractor shall establish and implement key control procedures to ensure keys issued by the Contractor are properly safeguarded and not used by unauthorized personnel. Lost keys shall be reported immediately to the CO. CSE personnel shall not use keys to open work areas for personnel other than the Contractor's personnel or subcontract employees engaged in performance of duties, unless authorized by the Security Forces or the CO.

3.2 CONSTRUCTION SITE

3.2.1 Construction Site Staffing

The construction site shall be staffed with a minimum of 3 CSE personnel at all times during project operating hours. One will be positioned at the western edge of the site; one will be positioned at the eastern edge of the site and one positioned at the center of the site. The contractor shall provide 2 back-up CSE's. CSE personnel shall be administratively supervised by Contractor.

3.3 SPECIAL PROVISIONS AND ADDITIONAL REQUIREMENTS

3.3.1 Reporting Requirements

CSE personnel shall report to a Security Forces Operations Officer/Superintendent and notify the on-duty flight chief, any information or circumstances of which they are aware may pose a threat to the security

and/or safety of DoD personnel, Contractor personnel, resources, and classified or unclassified defense information in accordance with AFM 71-101, Vol 1 & 2.

3.3.2 Security Incident Reporting

CSE personnel shall immediately report all security incidents to the Security Forces BDOC via phone at 301-981-2001/2002. Security incidents include but are not limited to weapons discharge, breach of security, accidents, procedural violations, and injury to persons or property.

-- End of Section --

SECTION 01 45 00.00 20

QUALITY CONTROL
11/11

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 SOCIETY OF HEATING, REFRIGERATING AND AIR-CONDITIONING ENGINEERS (ASHRAE)

ASHRAE 52.2	(2010; Errata 1 2011; Addenda A 2011; Addenda B, C, D and E 2012; Errata 2012) Method of Testing General Ventilation Air-Cleaning Devices for Removal Efficiency by Particle Size

ASTM INTERNATIONAL (ASTM)

ASTM D6245	(2012) Using Indoor Carbon Dioxide Concentrations to Evaluate Indoor Air Quality and Ventilation
ASTM D6345	(2010) Selection of Methods for Active, Integrative Sampling of Volatile Organic Compounds in Air

SHEET METAL AND AIR CONDITIONING CONTRACTORS' NATIONAL ASSOCIATION (SMACNA)

ANSI/SMACNA 008	(2007) IAQ Guidelines for Occupied Buildings Under Construction, 2nd Edition

U.S. ARMY CORPS OF ENGINEERS (USACE)

EM 385-1-1	(2008; Errata 1-2010; Changes 1-3 2010; Changes 4-6 2011; Change 7 2012) Safety and Health Requirements Manual

U.S. GREEN BUILDING COUNCIL (USGBC)

LEED GBDC	(2009) LEED Reference Guide for Green Building Design and Construction

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-01 Preconstruction Submittals

Construction Quality Control (QC) Plan; G

Submit a Construction QC Plan prior to start of construction.

Indoor Air Quality (IAQ) Management Plan; G

Basis of Design and Design Intent

SD-05 Design Data

Design Review

SD-07 Certificates

CA Resume

1.3 INFORMATION FOR THE CONTRACTING OFFICER

Prior to commencing work on construction, the Contractor can obtain a single copy set of the current report forms from the Contracting Officer. The report forms will consist of the Contractor Production Report, Contractor Production Report (Continuation Sheet), Contractor Quality Control (CQC) Report, (CQC) Report (Continuation Sheet), Preparatory Phase Checklist, Initial Phase Checklist, Rework Items List, and Testing Plan and Log.

Deliver the following to the Contracting Officer during Construction:

a. CQC Report: Mail or hand-carry the original (wet signatures) and one copy by 10:00 AM the next working day after each day that work is performed and for every seven consecutive calendar days of no-work.

b. Contractor Production Report: Submit the report electronically by 10:00 AM the next working day after each day that work is performed and for every seven consecutive calendar days of no-work.

c. Preparatory Phase Checklist: Submit the report electronically in the same manner as the CQC Report for each Preparatory Phase held.

d. Initial Phase Checklist: Submit the report electronically in the same manner as the CQC Report for each Initial Phase held.

e. QC Specialist Reports: Submit the report electronically by 10:00 AM the next working day after each day that work is performed.

f. Field Test Reports: Within two working days after the test is performed, submit the report as an electronic attachment to the CQC Report.

g. Monthly Summary Report of Tests: Submit the report as an electronic attachment to the CQC Report at the end of each month.

h. Testing Plan and Log: Submit the report as an electronic attachment to the CQC Report, at the end of each month. A copy of the final Testing Plan and Log shall be provided to the OMSI preparer for inclusion into the OMSI documentation.

i. Rework Items List: Submit lists containing new entries daily, in the same manner as the CQC Report.

j. CQC Meeting Minutes: Within two working days after the meeting is held, submit the report as an electronic attachment to the CQC Report.

k. QC Certifications: As required by the paragraph entitled "QC Certifications."

1.4 QC PROGRAM REQUIREMENTS

Establish and maintain a QC program as described in this section. This QC program is a key element in meeting the objectives of NAVFAC Commissioning. The QC program consists of a QC Organization, QC Plan, QC Plan Meeting(s), a Coordination and Mutual Understanding Meeting, QC meetings, three phases of control, submittal review and approval, testing, completion inspections, and QC certifications and documentation necessary to provide materials, equipment, workmanship, fabrication, construction and operations which comply with the requirements of this Contract. The QC program must cover on-site and off-site work and be keyed to the work sequence. No construction work or testing may be performed unless the QC Manager is on the work site. The QC Manager must report to an officer of the firm and not be subordinate to the Project Superintendent or the Project Manager. The QC Manager, Project Superintendent and Project Manager must work together effectively. Although the QC Manager is the primary individual responsible for quality control, all individuals will be held responsible for the quality of work on the job.

1.4.1 Commissioning

Commissioning (Cx) is a systematic process of ensuring that all building systems meet the requirements and perform interactively according to the Contract. The QC Program is a key to this process by coordinating, verifying and documenting measures to achieve the following objectives:

a. Verify and document that the applicable equipment and systems are installed in accordance with the design intent as expressed through the Contract and according to the manufacturer's recommendations and industry accepted minimum standards.

b. Verify and document that equipment and systems receive complete operational checkout by the installing contractors.

c. Verify and document proper performance of equipment and systems.

d. Verify that Operation and Maintenance (O&M) documentation is complete.

e. Verify the Training Plan and training materials are accurate and provide correct instruction and documentation on the critical elements of the products, materials, and systems in the constructed facility. Verify that all identified Government operating personnel are trained.

1.4.2 Acceptance of the Construction Quality Control (QC) Plan

Acceptance of the QC Plan is required prior to the start of construction. The Contracting Officer reserves the right to require changes in the QC Plan and operations as necessary, including removal of personnel, to ensure the specified quality of work. The Contracting Officer reserves the right to interview any member of the QC organization at any time in order to verify the submitted qualifications. All QC organization personnel are

subject to acceptance by the Contracting Officer. The Contracting Officer may require the removal of any individual for non-compliance with quality requirements specified in the Contract.

1.4.3 Preliminary Construction Work Authorized Prior to Acceptance

The only construction work that is authorized to proceed prior to the acceptance of the QC Plan is mobilization of storage and office trailers, temporary utilities, and surveying.

1.4.4 Notification of Changes

Notify the Contracting Officer, in writing, of any proposed changes in the QC Plan or changes to the QC organization personnel, a minimum of 10 work days prior to a proposed change. Proposed changes are subject to acceptance by the Contracting Officer.

1.5 QC ORGANIZATION

1.5.1 QC Manager

1.5.1.1 Duties

Provide a QC Manager at the work site to implement and manage the QC program. ~~In addition to implementing and managing the QC program, the QC Manager may perform the duties of Project Superintendent.~~ The only duties and responsibilities of the QC manager are to manage and implement the QC program on this Contract. The QC Manager is required to attend the partnering meetings, QC Plan Meetings, Coordination and Mutual Understanding Meeting, conduct the QC meetings, perform the three phases of control except for those phases of control designated to be performed by QC Specialists, perform submittal review and approval, ensure testing is performed and provide QC certifications and documentation required in this Contract. The QC Manager is responsible for managing and coordinating the three phases of control and documentation performed by the QC Specialists, testing laboratory personnel and any other inspection and testing personnel required by this Contract. The QC Manager is the manager of all QC activities.

1.5.1.2 Qualifications

An individual with a minimum of 5 years combined experience in the following positions: Project Superintendent, QC Manager, Project Manager, Project Engineer or Construction Manager on similar size and type construction contracts which included the major trades that are part of this Contract. The individual must have at least two years experience as a QC Manager. The individual must be familiar with the requirements of EM 385-1-1, and have experience in the areas of hazard identification, safety compliance, and sustainability.

1.6 QUALITY CONTROL (QC) PLAN

1.6.1 Construction Quality Control (QC) Plan

1.6.1.1 Requirements

Provide, for acceptance by the Contracting Officer, a Construction QC Plan submitted in a three-ring binder that includes a table of contents, with major sections identified with tabs, with pages numbered sequentially, and

that documents the proposed methods and responsibilities for accomplishing commissioning activities during the construction of the project:

a. QC ORGANIZATION: A chart showing the QC organizational structure.

b. NAMES AND QUALIFICATIONS: Names and qualifications, in resume format, for each person in the QC organization. Include the CQM for Contractors course certifications for the QC Manager and Alternate QC Manager as required by the paragraphs entitled "Construction Quality Management Training" and "Alternate QC Manager Duties and Qualifications".

c. DUTIES, RESPONSIBILITY AND AUTHORITY OF QC PERSONNEL: Duties, responsibilities, and authorities of each person in the QC organization.

d. OUTSIDE ORGANIZATIONS: A listing of outside organizations, such as architectural and consulting engineering firms, that will be employed by the Contractor and a description of the services these firms will provide.

e. APPOINTMENT LETTERS: Letters signed by an officer of the firm appointing the QC Manager and Alternate QC Manager and stating that they are responsible for implementing and managing the QC program as described in this Contract. Include in this letter the responsibility of the QC Manager and Alternate QC Manager to implement and manage the three phases of control, and their authority to stop work which is not in compliance with the Contract. Letters of direction are to be issued by the QC Manager to all other QC Specialists outlining their duties, authorities, and responsibilities. Include copies of the letters in the QC Plan.

f. SUBMITTAL PROCEDURES AND INITIAL SUBMITTAL REGISTER: Procedures for reviewing, approving, and managing submittals. Provide the name(s) of the person(s) in the QC organization authorized to review and certify submittals prior to approval. Provide the initial submittal of the Submittal Register as specified in Section 01 33 00 SUBMITTAL PROCEDURES.

g. TESTING LABORATORY INFORMATION: Testing laboratory information required by the paragraphs entitled "Accreditation Requirements", as applicable.

h. TESTING PLAN AND LOG: A Testing Plan and Log that includes the tests required, referenced by the specification paragraph number requiring the test, the frequency, and the person responsible for each test. Use Government forms to log and track tests.

i. PROCEDURES TO COMPLETE REWORK ITEMS: Procedures to identify, record, track, and complete rework items. Use Government forms to record and track rework items.

j. DOCUMENTATION PROCEDURES: Use Government form.

k. LIST OF DEFINABLE FEATURES: A Definable Feature of Work (DFOW) is a task that is separate and distinct from other tasks and has control requirements and work crews unique to that task. A DFOW is identified by different trades or disciplines and is an item or activity on the construction schedule. Include in the list of DFOWs, but not be limited to, all critical path activities on the NAS. Include all

activities for which this specification requires QC Specialists or specialty inspection personnel. Provide separate DFOWs in the Network Analysis Schedule for each design development stage and submittal package.

l. PROCEDURES FOR PERFORMING THE THREE PHASES OF CONTROL: Identify procedures used to ensure the three phases of control to manage the quality on this project. For each DFOW, a Preparatory and Initial phase checklist will be filled out during the Preparatory and Initial phase meetings. Conduct the Preparatory and Initial Phases and meetings with a view towards obtaining quality construction by planning ahead and identifying potential problems for each DFOW.

m. PERSONNEL MATRIX: A personnel matrix showing for each section of the specification who will review and approve submittals, who will perform and document the three phases of control, and who will perform and document the testing.

n. PROCEDURES FOR COMPLETION INSPECTION: Procedures for identifying and documenting the completion inspection process. Include in these procedures the responsible party for punch out inspection, pre-final inspection, and final acceptance inspection.

o. TRAINING PROCEDURES AND TRAINING LOG: Procedures for coordinating and documenting the training of personnel required by the Contract.

p. ORGANIZATION AND PERSONNEL CERTIFICATIONS LOG: Procedures for coordinating, tracking and documenting all certifications on subcontractors, testing laboratories, suppliers, personnel, etc. QC Manager will ensure that certifications are current, appropriate for the work being performed, and will not lapse during any period of the contract that the work is being performed.

1.7 QC PLAN MEETINGS

Prior to submission of the QC Plan, the QC Manager will meet with the Contracting Officer to discuss the QC Plan requirements of this Contract. The purpose of this meeting is to develop a mutual understanding of the QC Plan requirements prior to plan development and submission and to agree on the Contractor's list of DFOWs.

1.8 COORDINATION AND MUTUAL UNDERSTANDING MEETING

After submission of the QC Plan, and prior to the start of construction, the QC Manager will meet with the Contracting Officer to present the QC program required by this Contract. When a new QC Manager is appointed, the coordination and mutual understanding meeting shall be repeated.

1.8.1 Purpose

The purpose of this meeting is to develop a mutual understanding of the QC details, including documentation, administration for on-site and off-site work, design intent, Cx, environmental requirements and procedures, coordination of activities to be performed, and the coordination of the Contractor's management, production, and QC personnel. At the meeting, the Contractor will be required to explain in detail how three phases of control will be implemented for each DFOW, as well as how each DFOW will be affected by each management plan or requirement as listed below:

a. Waste Management Plan.

b. IAQ Management Plan.

c. Procedures for noise and acoustics management.

d. Environmental Protection Plan.

e. Environmental regulatory requirements.

f. Cx Plan.

1.8.2 Coordination of Activities

Coordinate activities included in various sections to assure efficient and orderly installation of each component. Coordinate operations included under different sections that are dependent on each other for proper installation and operation. Schedule construction operations with consideration for indoor air quality as specified in the IAQ Management Plan. Coordinate prefunctional tests and startup testing with Cx.

1.8.3 Attendees

As a minimum, the Contractor's personnel required to attend include an officer of the firm, the Project Manager, Project Superintendent, QC Manager, Alternate QC Manager, QC Specialists, CA, Environmental Manager, and subcontractor representatives. Each subcontractor who will be assigned QC responsibilities shall have a principal of the firm at the meeting. Minutes of the meeting will be prepared by the QC Manager and signed by the Contractor and the Contracting Officer. Provide a copy of the signed minutes to all attendees and shall be included in the QC Plan.

1.9 QC MEETINGS

After the start of construction, conduct weekly QC meetings by the QC Manager at the work site with the Project Superintendent, QC Specialists, the CA, and the foremen who are performing the work of the DFOWs. The QC Manager is to prepare the minutes of the meeting and provide a copy to the Contracting Officer within two working days after the meeting. The Contracting Officer may attend these meetings. As a minimum, accomplish the following at each meeting:

a. Review the minutes of the previous meeting.

b. Review the schedule and the status of work and rework.

c. Review the status of submittals.

d. Review the work to be accomplished in the next two weeks and documentation required.

e. Resolve QC and production problems (RFI, etc.).

f. Address items that may require revising the QC Plan.

g. Review Accident Prevention Plan (APP).

h. Review environmental requirements and procedures.

i. Review Waste Management Plan.

j. Review IAQ Management Plan.

k. Review Environmental Management Plan.

l. Review the status of training completion.

m. Review Cx Plan and progress.

1.10 DESIGN REVIEW AND DOCUMENTATION

1.10.1 Basis of Design and Design Intent

Review the basis of design received from the Contracting Officer.

1.10.2 Design Review

Review design documents to verify that each commissioned system meets the design intent relative to functionality, energy performance, water performance, maintainability, sustainability, system cost, indoor environmental quality, and local environmental impacts. Fully document review in written report.

1.10.3 Contract Document Review

Review the Contract documents to verify that Cx is adequately specified, and that each commissioned system is likely to meet the design intent relative to functionality, energy performance, water performance, maintainability, sustainability, system cost, indoor environmental quality, and local environmental impacts.

1.11 THREE PHASES OF CONTROL

Adequately cover both on-site and off-site work with the Three Phases of Control and include the following for each DFOW.

1.11.1 Preparatory Phase

Notify the Contracting Officer at least two work days in advance of each preparatory phase meeting. The meeting will be conducted by the QC Manager and attended by the QC Specialists, the Project Superintendent, the CA, and the foreman responsible for the DFOW. When the DFOW will be accomplished by a subcontractor, that subcontractor's foreman shall attend the preparatory phase meeting. Document the results of the preparatory phase actions in the daily Contractor Quality Control Report and in the Preparatory Phase Checklist. Perform the following prior to beginning work on each DFOW:

a. Review each paragraph of the applicable specification sections.

b. Review the Contract drawings.

c. Verify that field measurements are as indicated on construction and/or shop drawings before confirming product orders, in order to minimize waste due to excessive materials.

d. Verify that appropriate shop drawings and submittals for materials and equipment have been submitted and approved. Verify receipt of approved

factory test results, when required.

e. Review the testing plan and ensure that provisions have been made to provide the required QC testing.

f. Examine the work area to ensure that the required preliminary work has been completed.

g. Coordinate the schedule of product delivery to designated prepared areas in order to minimize site storage time and potential damage to stored materials.

h. Arrange for the return of shipping/packaging materials, such as wood pallets, where economically feasible.

i. Examine the required materials, equipment and sample work to ensure that they are on hand and conform to the approved shop drawings and submitted data.

j. Discuss specific controls used and construction methods, construction tolerances, workmanship standards, and the approach that will be used to provide quality construction by planning ahead and identifying potential problems for each DFOW.

k. Review the APP and appropriate Activity Hazard Analysis (AHA) to ensure that applicable safety requirements are met, and that required Material Safety Data Sheets (MSDS) are submitted.

l. Review the Cx Plan and ensure all preliminary work items have been completed and documented.

1.11.2 Initial Phase

Notify the Contracting Officer at least two work days in advance of each initial phase. When construction crews are ready to start work on a DFOW, conduct the initial phase with the QC Specialists, the Project Superintendent, and the foreman responsible for that DFOW. Observe the initial segment of the DFOW to ensure that the work complies with Contract requirements. Document the results of the initial phase in the daily CQC Report and in the Initial Phase Checklist. Repeat the initial phase for each new crew to work on-site, or when acceptable levels of specified quality are not being met. Perform the following for each DFOW:

a. Establish the quality of workmanship required.

b. Resolve conflicts.

c. Ensure that testing is performed by the approved laboratory.

d. Check work procedures for compliance with the APP and the appropriate AHA to ensure that applicable safety requirements are met.

e. Review the Cx Plan and ensure all preparatory work items have been completed and documented.

1.11.3 Follow-Up Phase

Perform the following for on-going work daily, or more frequently as necessary, until the completion of each DFOW and document in the daily CQC

Report:

a. Ensure the work is in compliance with Contract requirements.

b. Maintain the quality of workmanship required.

c. Ensure that testing is performed by the approved laboratory.

d. Ensure that rework items are being corrected.

e. Assure manufacturers representatives have performed necessary inspections if required and perform safety inspections.

f. Review the Cx Plan and ensure all work items, testing, and documentation has been completed.

1.11.4 Additional Preparatory and Initial Phases

Conduct additional preparatory and initial phases on the same DFOW if the quality of on-going work is unacceptable, if there are changes in the applicable QC organization, if there are changes in the on-site production supervision or work crew, if work on a DFOW is resumed after substantial period of inactivity, or if other problems develop.

1.11.5 Notification of Three Phases of Control for Off-Site Work

Notify the Contracting Officer at least two weeks prior to the start of the preparatory and initial phases.

1.12 SUBMITTAL REVIEW AND APPROVAL

Procedures for submission, review and approval of submittals are described in Section 01 33 00 SUBMITTAL PROCEDURES.

1.13 TESTING

Except as stated otherwise in the specification sections, perform sampling and testing required under this Contract.

1.13.1 Test Results

Cite applicable Contract requirements, tests or analytical procedures used. Provide actual results and include a statement that the item tested or analyzed conforms or fails to conform to specified requirements. If the item fails to conform, notify the Contracting Officer immediately. Conspicuously stamp the cover sheet for each report in large red letters "CONFORMS" or "DOES NOT CONFORM" to the specification requirements, whichever is applicable. Test results must be signed by a testing laboratory representative authorized to sign certified test reports. Furnish the signed reports, certifications, and other documentation to the Contracting Officer via the QC Manager. Furnish a summary report of field tests at the end of each month, per the paragraph entitled "INFORMATION FOR THE CONTRACTING OFFICER".

1.13.2 Test Reports and Monthly Summary Report of Tests

Furnish the signed reports, certifications, and a summary report of field tests at the end of each month to the Contracting Officer. Attach a copy of the summary report to the last daily Contractor Quality Control Report

of each month. Provide a copy of the signed test reports and certifications to the OMSI preparer for inclusion into the OMSI documentation.

1.14 QC CERTIFICATIONS

1.14.1 CQC Report Certification

Contain the following statement within the CQC Report: "On behalf of the Contractor, I certify that this report is complete and correct and equipment and material used and work performed during this reporting period is in compliance with the contract drawings and specifications to the best of my knowledge, except as noted in this report."

1.14.2 Invoice Certification

Furnish a certificate to the Contracting Officer with each payment request, signed by the QC Manager, attesting that as-built drawings are current, coordinated and attesting that the work for which payment is requested, including stored material, is in compliance with Contract requirements.

1.14.3 Completion Certification

Upon completion of work under this Contract, the QC Manager shall furnish a certificate to the Contracting Officer attesting that "the work has been completed, inspected, tested and is in compliance with the Contract." Provide a copy of this final QC Certification for completion to the OMSI preparer for inclusion into the OMSI documentation.

1.15 COMPLETION INSPECTIONS

1.15.1 Punch-Out Inspection

Near the completion of all work or any increment thereof, established by a completion time stated in the Contract Clause entitled "Commencement, Prosecution, and Completion of Work," or stated elsewhere in the specifications, the QC Manager and the CA must conduct an inspection of the work and develop a "punch list" of items which do not conform to the approved drawings, specifications and Contract. Include in the punch list any remaining items on the "Rework Items List", which were not corrected prior to the Punch-Out Inspection. Include within the punch list the estimated date by which the deficiencies will be corrected. Provide a copy of the punch list to the Contracting Officer. The QC Manager, or staff, must make follow-on inspections to ascertain that all deficiencies have been corrected. Once this is accomplished, notify the Government that the facility is ready for the Government "Pre-Final Inspection".

1.15.2 Pre-Final Inspection

The Government and QCM will perform this inspection to verify that the facility is complete and ready to be occupied. A Government "Pre-Final Punch List" will be documented by the CQM as a result of this inspection. The QC Manager will ensure that all items on this list are corrected prior to notifying the Government that a "Final" inspection with the Client can be scheduled. Any items noted on the "Pre-Final" inspection must be corrected in a timely manner and be accomplished before the contract completion date for the work,or any particular increment thereof, if the project is divided into increments by separate completion dates.

1.15.3 Final Acceptance Inspection

Notify the Contracting Officer at least 14 calendar days prior to the date a final acceptance inspection can be held. State within the notice that all items previously identified on the pre-final punch list will be corrected and acceptable, along with any other unfinished Contract work, by the date of the final acceptance inspection. The Contractor must be represented by the QC Manager, the Project Superintendent, the CA, and others deemed necessary. Attendees for the Government will include the Contracting Officer, other FEAD/ROICC personnel, and personnel representing the Client. Failure of the Contractor to have all contract work acceptably complete for this inspection will be cause for the Contracting Officer to bill the Contractor for the Government's additional inspection cost in accordance with the Contract Clause entitled "Inspection of Construction."

1.16 DOCUMENTATION

Maintain current and complete records of on-site and off-site QC program operations and activities.

1.16.1 Construction Documentation

Reports are required for each day that work is performed and must be attached to the Contractor Quality Control Report prepared for the same day. Maintain current and complete records of on-site and off-site QC program operations and activities. The forms identified under the paragraph "INFORMATION FOR THE CONTRACTING OFFICER" will be used. Reports are required for each day work is performed. Account for each calendar day throughout the life of the Contract. Every space on the forms must be filled in. Use N/A if nothing can be reported in one of the spaces. The Project Superintendent and the QC Manager must prepare and sign the Contractor Production and CQC Reports, respectively. The reporting of work must be identified by terminology consistent with the construction schedule. In the "remarks" sections of the reports, enter pertinent information including directions received, problems encountered during construction, work progress and delays, conflicts or errors in the drawings or specifications, field changes, safety hazards encountered, instructions given and corrective actions taken, delays encountered and a record of visitors to the work site, quality control problem areas, deviations from the QC Plan, construction deficiencies encountered, meetings held. For each entry in the report(s), identify the Schedule Activity No. that is associated with the entered remark.

1.16.2 Quality Control Validation

Establish and maintain the following in a series of three ring binders. Binders shall be divided and tabbed as shown below. These binders must be readily available to the Contracting Officer during all business hours.

a. All completed Preparatory and Initial Phase Checklists, arranged by specification section.

b. All milestone inspections, arranged by Activity Number.

c. An up-to-date copy of the Testing Plan and Log with supporting field test reports, arranged by specification section.

d. Copies of all contract modifications, arranged in numerical order. Also include documentation that modified work was accomplished.

e. An up-to-date copy of the Rework Items List.

f. Maintain up-to-date copies of all punch lists issued by the QC staff to the Contractor and Sub-Contractors and all punch lists issued by the Government.

g. Commissioning documentation including Cx checklists, schedules, tests, and reports.

1.16.3 Reports from the QC Specialist(s)

Reports are required for each day that work is performed in their area of responsibility. QC Specialist reports shall include the same documentation requirements as the CQC Report for their area of responsibility. QC Specialist reports are to be prepared, signed and dated by the QC Specialists and shall be attached to the CQC Report prepared for the same day.

1.16.4 Testing Plan and Log

As tests are performed, the CA and the QC Manager will record on the "Testing Plan and Log" the date the test was performed and the date the test results were forwarded to the Contracting Officer. Attach a copy of the updated "Testing Plan and Log" to the last daily CQC Report of each month, per the paragraph "INFORMATION FOR THE CONTRACTING OFFICER". Provide a copy of the final "Testing Plan and Log" to the OMSI preparer for inclusion into the OMSI documentation.

1.16.5 Rework Items List

The QC Manager must maintain a list of work that does not comply with the Contract, identifying what items need to be reworked, the date the item was originally discovered, the date the item will be corrected by, and the date the item was corrected. There is no requirement to report a rework item that is corrected the same day it is discovered. Attach a copy of the "Rework Items List" to the last daily CQC Report of each month. The Contractor is responsible for including those items identified by the Contracting Officer.

1.16.6 As-Built Drawings

The QC Manager is required to ensure the as-built drawings, required by Section 01 78 00 CLOSEOUT SUBMITTALS are kept current on a daily basis and marked to show deviations which have been made from the Contract drawings. Ensure each deviation has been identified with the appropriate modifying documentation (e.g. PC No., Modification No., Request for Information No., etc.). The QC Manager or QC Specialist assigned to an area of responsibility must initial each revision. Upon completion of work, the QC Manager will furnish a certificate attesting to the accuracy of the as-built drawings prior to submission to the Contracting Officer.

1.17 NOTIFICATION ON NON-COMPLIANCE

The Contracting Officer will notify the Contractor of any detected non-compliance with the Contract. Take immediate corrective action after receipt of such notice. Such notice, when delivered to the Contractor at the work site, shall be deemed sufficient for the purpose of notification. If the Contractor fails or refuses to comply promptly, the Contracting

Officer may issue an order stopping all or part of the work until satisfactory corrective action has been taken. No part of the time lost due to such stop orders will be made the subject of claim for extension of time for excess costs or damages by the Contractor.

1.18 CONSTRUCTION INDOOR AIR QUALITY (IAQ) MANAGEMENT PLAN

Submit an IAQ Management Plan within 15 days after notice to proceed and not less than 10 days before the preconstruction meeting. Revise and resubmit Plan as required by the Contracting Officer. Make copies of the final plan available to all workers on site. Include provisions in the Plan to meet the requirements specified below and to ensure safe, healthy air for construction workers and building occupants.

1.18.1 Requirements During Construction

Provide for evaluation of indoor Carbon Dioxide concentrations in accordance with ASTM D6245. Provide for evaluation of volatile organic compounds (VOCs) in indoor air in accordance with ASTM D6345. Use filters with a Minimum Efficiency Reporting Value (MERV) of 8 in permanently installed air handlers during construction.

1.18.1.1 Control Measures

Meet or exceed the requirements of ANSI/SMACNA 008, Chapter 3, to help minimize contamination of the building from construction activities. The five requirements of this manual which must be adhered to are described below:

a. HVAC protection: Isolate return side of HVAC system from surrounding environment to prevent construction dust and debris from entering the duct work and spaces.

b. Source control: Use low emitting paints and other finishes, sealants, adhesives, and other materials as specified. When available, cleaning products shall have a low VOC content and be non-toxic to minimize building contamination. Utilize cleaning techniques that minimize dust generation. Cycle equipment off when not needed. Prohibit idling motor vehicles where emissions could be drawn into building. Designate receiving/storage areas for incoming material that minimize IAQ impacts.

c. Pathway interruption: When pollutants are generated use strategies such as 100 percent outside air ventilation or erection of physical barriers between work and non-work areas to prevent contamination.

d. Housekeeping: Clean frequently to remove construction dust and debris. Promptly clean up spills. Remove accumulated water and keep work areas dry to discourage the growth of mold and bacteria. Take extra measures when hazardous materials are involved.

e. Scheduling: Control the sequence of construction to minimize the absorption of VOCs by other building materials.

1.18.1.2 Moisture Contamination

a. Remove accumulated water and keep work dry.

b. Use dehumidification to remove moist, humid air from a work area.

c. Do not use combustion heaters or generators inside the building.

d. Protect porous materials from exposure to moisture.

e. Remove and replace items which remain damp for more than a few hours.

1.18.2 Requirements after Construction

After construction ends and prior to occupancy, conduct a building flush-out or test the indoor air contaminant levels. Flush-out must be a minimum two-weeks with MERV-13 filtration media as determined by ASHRAE 52.2 at 100 percent outside air, or in accordance with LEED GBDC. Air contamination testing must be consistent with EPA's current Compendium of Methods for the Determination of Air Pollutants in Indoor Air, and with the LEED GBDC. After building flush-out or testing and prior to occupancy, replace filtration media. Filtration media must have a MERV of 13 as determined by ASHRAE 52.2.

PART 2 PRODUCTS

Not Used

PART 3 EXECUTION

3.1 PREPARATION

Designate receiving/storage areas for incoming material to be delivered according to installation schedule and to be placed convenient to work area in order to minimize waste due to excessive materials handling and misapplication. Store and handle materials in a manner as to prevent loss from weather and other damage. Keep materials, products, and accessories covered and off the ground, and store in a dry, secure area. Prevent contact with material that may cause corrosion, discoloration, or staining. Protect all materials and installations from damage by the activities of other trades.

-- End of Section --

SECTION 01 58 00

PROJECT IDENTIFICATION
08/09

PART 1 GENERAL

1.1 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-02 Shop Drawings

Preliminary one line drawings of project rendering; G

preliminary drawing indicating layout and text content; G

Sign Legend Orders; G

SD-04 Samples

Final rendering sample; G

Final framed rendering and copies; G

1.2 QUALITY ASSURANCE

1.2.1 Rendering

~~Provide the project rendering in accordance with the following drawing stages as required in paragraph entitled "Submittals". The following submittal data is required to properly identify the appropriate view and approve the final rendering of the facility. The final painted rendering will be used to produce the image for the signboard and framed photographic copies provided to the Contracting Officer.~~A project rendering is not required.

1.2.1.1 Preliminary One Line Drawings

Provide three different views of the facility in a preliminary single line drawing (black and white) format. These three views will represent the best angles at which to view the proposed facility showing the best design features and the three dimensional character of the facility.

1.2.1.2 Final Rendering Sample

Provide a photographic copy (8 by 10 inches minimum size) of final rendering for approval of color, landscaping, and foreground/background development prior to final submittal.

1.2.1.3 Final Framed Rendering and Copies

Provide final full color rendering of the proposed facility as specified.

1.3 PROJECT SIGN

Prior to initiating any work on site, provide one project identification sign at the location designated. Construct the sign in accordance with project sign detail attached at the end of this section. Maintain sign throughout the life of the project. Upon completion of the project, remove the sign from the site. Provide color rendering of the project. Reproduce the rendering on the signboard or enclose a copy of the rendering under a water-proof, transparent cover, and caulk for weather protection.

PART 2 PRODUCTS

Not Used

PART 3 EXECUTION

Not Used

-- End of Section --

SECTION 02 61 13

EXCAVATION AND HANDLING OF CONTAMINATED MATERIAL
02/10

PART 1 GENERAL

1.1 MEASUREMENT AND PAYMENT

1.1.1 Measurement

Measurement for excavation and onsite transportation shall be based on the actual number of cubic yards of contaminated material in-place prior to excavation. Determination of the volume of contaminated material excavated shall be based on cross-sectional volume determination reflecting the differential between the original elevations of the top of the contaminated material and the final elevations after removal of the contaminated material. Measurement for backfilling of excavated areas shall be based on in-place cubic yards of compacted fill. Measurement for construction of stockpile areas shall be based on the number of square yards of stockpile liner constructed.

1.1.2 Payment

1.1.2.1 Excavation and Transportation

Compensation for excavation and onsite transportation of contaminated material will be paid as a unit cost. This unit cost shall include any other items incidental to excavation and handling not defined as having a specific unit cost.

1.1.2.2 Backfilling

Compensation for backfill soil, transportation of backfill, backfill soil conditioning, backfilling, compaction, and geotechnical testing will be paid as a single unit cost.

1.1.2.3 Stockpiling

Compensation for construction of stockpile areas will be paid for as a unit cost. This unit cost shall include all aspects of grading, preparation, handling, placement, maintenance, removal, treatment, and disposal of stockpile cover materials and liner materials and all other items incidental to construction of stockpiles.

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 D1556	(2007) Density and Unit Weight of Soil in Place by the Sand-Cone Method
ASTM D2167	(2008) Density and Unit Weight of Soil in

	Place by the Rubber Balloon Method
ASTM D2487	(2011) Soils for Engineering Purposes (Unified Soil Classification System)
ASTM D5434	(2012) Field Logging of Subsurface Explorations of Soil and Rock
ASTM D6938	(2010) Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

U.S. ARMY CORPS OF ENGINEERS (USACE)

EM 385-1-1	(2008; Errata 1-2010; Changes 1-3 2010; Changes 4-6 2011; Change 7 2012) Safety and Health Requirements Manual

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

29 CFR 1926	Safety and Health Regulations for Construction

1.3 DESCRIPTION OF WORK

The work consists of excavation and temporary storage of approximately ~~14,200~~11,100 cubic yards of contaminated material. The entire site is expected to have contaminated soils/materials. Submit a Work Plan as specified below. Notify the Contracting Officer within 24 hours, and before excavation, if contaminated material is discovered that has not been previously identified or if other discrepancies between data provided and actual field conditions are discovered. Backfill material is not available onsite . Ground water is approximately varies between approximately 2 and 5 feet below pre-excavation ground surface.

1.3.1 Scheduling

Notify the Contracting Officer 10 calendar days prior to the start of excavation of contaminated material. The Contractor shall be responsible for contacting regulatory agencies in accordance with the applicable reporting requirements.

1.3.2 Work Plan

Submit a Work Plan within 30 calendar days after notice to proceed. No work at the site, with the exception of site inspections and surveys, shall be performed until the Work Plan is approved. Allow 30 calendar days in the schedule for the Government's review. No adjustment for time or money will be made if resubmittals of the Work Plan are required due to deficiencies in the plan. At a minimum, the Work Plan shall include:

a. Schedule of activities.

b. Method of excavation and equipment to be used.

c. Shoring or side-wall slopes proposed.

d. Dewatering plan.

e. Storage methods and locations for liquid and solid contaminated material.

f. Borrow sources and haul routes.

g. Decontamination procedures.

h. Spill contingency plan.

1.3.3 Other Submittal Requirements

Submit separate cross-sections of each area before and after excavation and after backfilling, test results, and 4 copies of the Closure Report within 14 calendar days of work completion at the site.

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-02 Shop Drawings

Surveys; G

SD-03 Product Data

Work Plan; G
Closure Report; G

SD-06 Test Reports

Backfill; G
Surveys; G
Confirmation Sampling and Analysis; G
Sampling of Stored Material; G
Sampling Liquid; G
Compaction; G

1.5 REGULATORY REQUIREMENTS

1.5.1 Permits and Licenses

Obtain required federal, state, and local permits for excavation and storage of contaminated material. Permits shall be obtained at no additional cost to the Government.

1.5.2 Air Emissions

Air emissions shall be monitored and controlled in accordance with Section 01 57 20.00 10 ENVIRONMENTAL PROTECTION.

PART 2 PRODUCTS

2.1 SPILL RESPONSE MATERIALS

Provide appropriate spill response materials including, but not limited to

the following: containers, adsorbents, shovels, and personal protective equipment. Spill response materials shall be available at all times when contaminated materials/wastes are being handled or transported. Spill response materials shall be compatible with the type of materials and contaminants being handled.

2.2 BACKFILL

Backfill material shall be obtained from offsite sources approved by the Contracting Officer. Backfill shall be classified in accordance with ASTM D2487 as GW, GP, GM, GC, SW, SP, SM, SC, ML, MH, CL, or CH and shall be free from roots and other organic matter, trash, debris, snow, ice or frozen materials. Backfill material shall be tested for the parameters listed below at a frequency of once per 3000 cubic yards. A minimum of one set of classification tests shall be performed per borrow source. One backfill sample per borrow source shall also be collected and tested for the chemical parameters listed below.

Do not use material for backfill until borrow source chemical and physical test results have been submitted and approved.

PART 3 EXECUTION

3.1 SURVEYS

Surveys shall be performed immediately prior to and after excavation of contaminated material to determine the volume of contaminated material removed. Surveys shall also be performed immediately after backfill of each excavation. Provide cross-sections on 25 foot intervals and at break points for all excavated areas. Locations of confirmation samples shall also be surveyed and shown on the drawings.

3.2 EXISTING STRUCTURES AND UTILITIES

No excavation shall be performed until site utilities have been field located. Take the necessary precautions to ensure no damage occurs to existing structures and utilities. Damage to existing structures and utilities resulting from the Contractor's operations shall be repaired at no additional cost to the Government. Utilities encountered that were not previously shown or otherwise located shall not be disturbed without approval from the Contracting Officer.

3.3 CLEARING

Clearing shall be performed to the limits shown on the drawings in accordance with Section 31 11 00 CLEARING AND GRUBBING.

3.4 CONTAMINATED MATERIAL REMOVAL

3.4.1 Excavation

Areas of contamination shall be excavated to the depth and extent shown on the drawings and not more than 1 ft beyond the depth and 10 feet extent shown on the drawings unless directed by the Contracting Officer. Excavation shall be performed in a manner that will limit spills and the potential for contaminated material to be mixed with uncontaminated material. An excavation log describing visible signs of contamination encountered shall be maintained for each area of excavation. Excavation logs shall be prepared in accordance with ASTM D5434.

3.4.2 Shoring

If workers must enter the excavation, it shall be evaluated, shored, sloped or braced as required by EM 385-1-1 and 29 CFR 1926 section 650.

3.4.3 Dewatering

Surface water shall be diverted to prevent entry into the excavation. Dewatering shall be limited to that necessary to assure adequate access, a safe excavation, prevent the spread of contamination, and to ensure that compaction requirements can be met.

3.5 CONFIRMATION SAMPLING AND ANALYSIS

The Contracting Officer shall be present to inspect the removal of contaminated material from each site. After all material suspected of being contaminated has been removed, the excavation shall be examined for evidence of contamination. If the excavation appears to be free of contamination, field analysis shall be used to determine the presence of contamination using a real time vapor monitoring instrument . Excavation of additional material shall be as directed by the Contracting Officer. After all suspected contaminated material is removed, confirmation samples shall be collected and analyzed for the following contaminants:

Samples shall be collected at a frequency of one per 10 square yards from the bottom and each of the side walls or as directed by the Contracting Officer. A minimum of one sample shall be collected from the bottom and each side wall of the excavation. Based on test results, propose any additional excavation which may be required to remove material which is contaminated above action levels. Additional excavation shall be subject to approval by the Contracting Officer. Locations of samples shall be marked in the field and documented on the as-built drawings.

3.6 CONTAMINATED MATERIAL STORAGE

Comply with requirements of "Joint Base Andrews Environmental Protection Standards for Contractors" document found in Section 02 81 00 TRANSPORTATION AND DISPOSAL OF HAZARDOUS MATERIALS.

3.7 SAMPLING

Comply with requirements of "Joint Base Andrews Environmental Protection Standards for Contractors" document found in Section 02 81 00 TRANSPORTATION AND DISPOSAL OF HAZARDOUS MATERIALS.

3.8 SPILLS

Comply with requirements of "Joint Base Andrews Environmental Protection Standards for Contractors" document found in Section 02 81 00 TRANSPORTATION AND DISPOSAL OF HAZARDOUS MATERIALS.

3.9 BACKFILLING

Comply with requirements of "Joint Base Andrews Environmental Protection Standards for Contractors" document found in Section 02 81 00 TRANSPORTATION AND DISPOSAL OF HAZARDOUS MATERIALS.

3.9.1 Compaction

Approved backfill shall be placed in lifts with a maximum loose thickness of 8 inches. Soil shall be compacted to 95 percent of ASTM D698 or ASTM D1557 maximum dry density. Density tests shall be performed at a frequency of once per 500 CY. A minimum of one density test shall be performed on each lift of backfill placed. Field in-place dry density shall be determined in accordance with ASTM D1556, ASTM D2167, or ASTM D6938. If ASTM D6938 is used, a minimum of one in ten tests shall be checked using ASTM D1556 or ASTM D2167. Test results from ASTM D1556 or ASTM D2167 shall govern if there is a discrepancy with the ASTM D6938 test results.

3.10 DISPOSAL REQUIREMENTS

Offsite disposal of contaminated material shall be in accordance with Section 02 81 00 TRANSPORTATION AND DISPOSAL OF HAZARDOUS MATERIALS.

3.11 CLOSURE REPORT

Four copies of a Closure Report shall be prepared and submitted within 14 calendar days of completing work at the site. The report shall be labeled with the contract number, project name, location, date, name of general Contractor, and the Corps of Engineers District contracting for the work. The Closure Report shall include the following information as a minimum:

a. A cover letter signed by a responsible company official certifying that all services involved have been performed in accordance with the terms and conditions of the contract documents and regulatory requirements.

b. A narrative report including, but not limited to, the following:

(1) site conditions, ground water elevation, and cleanup criteria;

(2) excavation logs;

(3) field screening readings;

(4) quantity of materials removed from each area of contamination;

(5) quantity of water/product removed during dewatering;

(6) sampling locations and sampling methods;

(7) sample collection data such as time of collection and method of preservation;

(8) sample chain-of-custody forms; and

(9) source of backfill.

c. Copies of all chemical and physical test results.

d. Copies of all manifests and land disposal restriction notifications.

e. Copies of all certifications of final disposal signed by the responsible disposal facility official.

f. Waste profile sheets.

g. Scale drawings showing limits of each excavation, limits of contamination, known underground utilities within 50 feet of excavation, sample locations, and sample identification numbers. On-site stockpile, storage, treatment, loading, and disposal areas shall also be shown on the drawings.

h. Progress Photographs. Color photographs shall be used to document progress of the work. A minimum of four views of the site showing the location of the area of contamination, entrance/exit road, and any other notable site conditions shall be taken before work begins. After work has been started, activities at each work location shall be photographically recorded weekly. Photographs shall be a minimum of 3 by 5 inches and shall include:

(1) Soil removal and sampling.

(2) Dewatering operations.

(3) Unanticipated events such as spills and the discovery of additional contaminated material.

(4) Contaminated material/water storage, handling, treatment, and transport.

(5) Site or task-specific employee respiratory and personal protection.

(6) Fill placement and grading.

(7) Post-construction photographs. After completion of work at each site, take a minimum of four views of each excavation site.

A digital version of all photos shown in the report shall be included with the Closure Report. Photographs shall be a minimum of 3 inches by 5 inches and shall be mounted back-to-back in double face plastic sleeves punched to fit standard three ring binders. Each print shall have an information box attached. The box shall be typewritten and arranged as follows:

Project Name:	Direction of View:
Location:	Date/Time:
Photograph No.:	Description of View:

-- End of Section --

SECTION 31 62 13.20

PRECAST/PRESTRESSED CONCRETE PILES
08/09

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 CONCRETE INSTITUTE INTERNATIONAL (ACI)

ACI 211.1	(1991; R 2009) Standard Practice for Selecting Proportions for Normal, Heavyweight and Mass Concrete
ACI 214R	(2011) Evaluation of Strength Test Results of Concrete
ACI 318	(2014; Errata 2014) Building Code Requirements for Structural Concrete and Commentary
ACI SP-66	(2004) ACI Detailing Manual

ASTM INTERNATIONAL (ASTM)

ASTM A1064/A1064M	(2014) Standard Specification for Carbon-Steel Wire and Welded Wire Reinforcement, Plain and Deformed, for Concrete
ASTM A27/A27M	(2013) Standard Specification for Steel Castings, Carbon, for General Application
ASTM A36/A36M	(2012) Standard Specification for Carbon Structural Steel
ASTM A416/A416M	(2012) Standard Specification for Steel Strand, Uncoated Seven-Wire for Prestressed Concrete
ASTM A615/A615M	(2014) Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM C1202	(2012) Standard Test Method for Electrical Indication of Concrete's Ability to Resist Chloride Ion Penetration
ASTM C1218/C1218M	(1999; R 2008) Standard Specification for Water-Soluble Chloride in Mortar and Concrete
ASTM C136	(2006) 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	(2012) Standard Specification for Portland Cement
ASTM C172/C172M	(2014a) Standard Practice for Sampling Freshly Mixed 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	(2014a) Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens
ASTM C494/C494M	(2013) Standard Specification for Chemical Admixtures for Concrete
ASTM C666/C666M	(2003; R 2008) Resistance of Concrete to Rapid Freezing and Thawing
ASTM D1143/D1143M	(2007; R 2013) Piles Under Static Axial Compressive Load
ASTM D3966/D3966M	(2007) Standard Test Methods for Deep Foundations Under Lateral Load
ASTM D4945	(2012) High-Strain Dynamic Testing of Piles

PRECAST/PRESTRESSED CONCRETE INSTITUTE (PCI)

PCI JR-382	(1993) PCI Journal: Recommended Practice for Design, Manufacture and Installation of Prestressed Concrete Piling
PCI MNL-116	(1999) Manual for Quality Control for Plants and Production of Structural Precast Concrete Products, 4th Edition

1.2 LUMP SUM PAYMENT

Base bids upon providing the number, size, capacity, and length of piles as indicated on the drawings.

The contract price for piling shall include the cost of all necessary equipment, tools, material, labor, and supervision required to: deliver, handle, install, cut-off, dispose of any cut-offs, and meet the applicable contract requirements. The contract price also includes mobilization, pre-drilling, and redriving heaved piles. If, in redriving, it is found that any pile is not of sufficient length to provide the capacity specified, notify the Contracting Officer, who reserves the right to increase or decrease the total length of piles to be furnished and installed by changing the pile locations or elevations, requiring the

installation of additional piles, or directing the omission of piles from the requirements shown and specified. Should total number of piles or number of each length vary from that specified as the basis for bidding, an adjustment in the contract price or time for completion, or both, will be made in accordance with the contract documents. Payment for piles will be based on successfully installing piles to both the minimum tip elevation and satisfying the acceptance criteria identified herein. No additional payment will be made for: damaged, rejected, or misplaced piles; withdrawn piles; any portion of a pile remaining above the cut-off elevation; backdriving; cutting off piles; splicing; build-ups; any cut-off length of piles; or other excesses beyond the assumed pile length indicated for which the Contractor is responsible.

1.2.1 Acceptance Criteria

Safe design capacity for piles is 40 tons. Piles shall be driven to a minimum depth of 70 feet below cut-off elevation, and to such additional depth as required to obtain a bearing capacity of not less than 40 tons.

The following formulas are presented only as a guide to aid in establishing the controlling penetration per blow, which, together with the minimum depth of penetration will serve to determine the required minimum depth of penetration of each individual pile:

$$R = \frac{2E}{S \text{ plus } 0.1} \qquad \text{For double acting hammers}$$

$$R = \frac{2WH}{S \text{ plus } 0.1} \qquad \text{For single acting hammers}$$

Where R is the approximate allowable pile load in kips; E equals the energy in foot-kips per blow based on an acceptable certified statement from the manufacturer of the hammer; W equals the weight of the hammer or ram in kips; H equals the height of fall of the hammer of ram in feet; and S equals the average inches of penetration per blow for the last three blows. An allowance shall be made for reduced penetration caused by shock absorption of the cushion or cap blocks.

1.3 PILE REQUIREMENTS

Provide precast prestressed concrete piles per PCI Journal Volume 38, Number 2) (PCI JR-382). Production of piles shall be in accordance with PCI MNL-116. The Government will determine and list "calculated" tip elevations or driving resistance for each pile from test pile data. This information will be given to the Contractor no later than 7 days from receipt of complete test data. Use this list as the basis for ordering the piles. Do not order piles until list is provided by the Government. ~~Test piles shall be 5 feet longer than the bid length.~~Refer to Paragraph 3.4.1 for the length of test piles.

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. Submittals with an "S" are for inclusion in the Sustainability Notebook. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-01 Preconstruction Submittals

Installation Procedures; G
Geotechnical Consultant Documentation; G
Wave Equation Analysis; G
Order List; G

Precasting manufacturer's quality control procedures; G

Provide instructions and procedures on how the Contractor will assist the Government in the processes of Dynamic Pile Testing, Inspection and Monitoring of piles during installation and testing.

SD-02 Shop Drawings

Piles; G

SD-03 Product Data

Pile Driving Equipment; G

Submit descriptions of pile driving equipment, including hammers, power packs, driving helmets, cap blocks, pile cushions, leads, extractors, jetting equipment, and preboring equipment at least 30 days prior to commencement of work.

SD-05 Design Data

Concrete mix design; G

Submit a concrete mix design before concrete is placed, for each type of concrete used for the piles.

SD-06 Test Reports

Aggregates; G
Concrete Compressive Strength; G
Test piles; G
Load tests; G

Submit concrete cylinder compressive strength test results. Submit test pile records and load test data.

Dynamic Pile Analysis; G

Submit a summary report of dynamic test results for test piles within 7 calendar days of completing field work. For permanent piles, submit a field summary report within one (1) day of testing. Submit a typed report summarizing the results of dynamic testing of permanent piles on a monthly basis.

SD-07 Certificates

Aggregates; G

Admixtures; G
Prestressing steel; G
Cement; G
Epoxy coating; G
Load Test Supporting Data; G

SD-11 Closeout Submittals

Pile records; G

Submit pile and test pile records. Submit load test data and results.

1.5 QUALITY ASSURANCE

1.5.1 Piles

Prepare in accordance with ACI SP-66. Indicate placement of reinforcement including tendons. Indicate location of special embedded or attached lifting devices, employment of pick-up points, support points other than pick-up points, and any other methods of pick-up.

1.5.2 Quality Control Procedures

Submit the precasting manufacturer's quality control procedures and inspection records established in accordance with PCI MNL-116.

1.5.3 Installation Procedures

a. Submit information on the type of equipment proposed to be used, proposed methods of operation, pile driving plan including proposed sequence of driving, and details of all pile driving equipment and accessories.

b. Provide details of pile driving equipment and a Wave Equation Analysis of pile drivability for selection of the hammer along with a statement of driving procedures. The Wave Equation Analysis is to be completed by the Contractor's Geotechnical Consultant for each test pile location where different subsurface conditions exist and is to include the following information pertaining to the proposed pile driving equipment:

   (1) Complete Pile and Driving Equipment Data Form, (which can be downloaded at: http://www.wbdg.org/ccb/NAVGRAPH/graphtoc.pdf) for each proposed pile hammer and pile type combination.

   (2) Copies of computer input and output sheets and graphs showing soil resistance versus blow count as well as maximum tension and compression stresses versus blow count. Analysis shall be run at the estimated tip elevation as well as other required elevations to define maximum stress levels in the pile during driving.

c. Provide detailed procedures for conducting the dynamic pile load test and equipment to be used for conducting the load test. The detailed description shall explain how specific information of pile performance will be evaluated.

1.5.4 Geotechnical Consultant Documentation

The services of an independent, Registered Professional Geotechnical Engineer, experienced in soil mechanics and Pile Dynamic Analysis, shall be hired by the Contractor to observe test pile installation and job pile installation as specified herein. The Geotechnical Consultant shall be independent of the Contractor and shall have no employee of employer relationship which could constitute a conflict of interest.

1.5.5 Concrete Mix Design

Certify, using a Government-approved independent commercial testing laboratory, that proportioning of mix is in accordance with ACI 211.1 or ACI 318 for specified strength and is based on aggregate data which has been determined by laboratory tests during last twelve months. Submit a complete list of materials including type; brand; source and amount of cement and admixtures; and applicable reference specifications. Submit additional data regarding concrete aggregates if the source of aggregate changes. Submittal shall clearly indicate where each mix design will be used when more than one mix design is submitted.

1.5.6 Load Test Supporting Data

Submit Jack calibration records, a testing arrangement description and diagram, and the proposed loading sequence.

1.6 DELIVERY, STORAGE, AND HANDLING

Piles shall be stored, handled, and transported in accordance with PCI MNL-116 except as follows. Methods used for handling and storage of piles shall be such that the piles are not subjected to excessive bending stress, cracking, spalling, or other damage.

1.6.1 Damaged Piles

The Contractor shall inspect each pile for sweep and structural damage such as cracking and spalling before transporting them to the project site and immediately prior to placement in the driving leads. Any unusual cracks (cracks other than crazing, surface drying, shrinkage cracks and end cracks) shall be brought to the attention of the Contracting Officer. Piles which are damaged during delivery, storage, or handling to the extent they are rendered unsuitable for the work, in the opinion of the Contracting Officer, shall be rejected and removed from the project site, or may be repaired, if approved, at no cost to the Government.

1.6.1.1 Repairable Cracks

Piles with cracks equal to or greater than 0.006 inches but less than 0.06 inches shall be rejected or repaired. As an alternate to pile rejection, the Contractor may submit a proposal to repair deficient piles, which shall be restored prior to driving to provide its required design capacity, perform its intended function in the structure, and take into consideration long term durability in corrosive environment.

1.6.1.2 Non-Repairable Cracks

Piles with cracks equal to or greater than 0.06 inches shall be rejected.

1.6.2 Pile Sweep

Sweep shall be limited to 1/8 inch per 10 feet over the length of the pile. Piles having excessive sweep shall be rejected.

PART 2 PRODUCTS

2.1 MATERIALS

2.1.1 Cementitious Materials

Cementitious materials shall be portland cement conforming to appropriate specifications listed below.

2.1.1.1 Cement

ASTM C150/C150M, Type I, II, or III with a maximum alkali content of 0.40 0.60 percent.

2.1.2 Water

Water shall be fresh, clean, and potable; free from injurious amounts of oils, acids, alkalis, salts, organic materials, or other substances deleterious to concrete or steel.

2.1.3 Aggregates

ASTM C33/C33M . Do not mix, store in same stockpile, or use fine aggregates from different sources of supply in same concrete mix or same structure without approval. The fineness modulus of fine aggregate shall be not less than 2.40 or greater than 3.0. For piles that will be exposed to freezing and thawing, fine and coarse aggregate subjected to five cycles of the sodium sulfate soundness test shall show a loss not greater than 10 percent. If the selected aggregates fail the soundness test, the Contractor may use the aggregate source, provided concrete specimens made with the aggregates to be used for the piles shall have a durability factor of not less than 80 based on 300 cycles of freezing and thawing when tested in accordance with ASTM C666/C666M. Prior to pile fabrication, submit certified test reports for the following tests specified in ASTM C33/C33M:

a. Grading

Amount of material finer than No. 200 sieve

Organic impurities

Soundness

Clay lumps and friable particles

Coal and lignite

Abrasion of coarse aggregate

Fineness modulus

Reactive aggregates

Freezing and thawing

2.1.4 Admixtures

Chemical admixtures shall conform to ASTM C494/C494M, Type A . Do not use admixtures containing chlorides.

2.1.5 Prestressing Steel

Use seven-wire stress-relieved or low-relaxation strand conforming to ASTM A416/A416M, Grade 270. Use prestressing steel free of grease, oil, wax, paint, soil, dirt, and loose rust. Do not use prestressing strands or wire having kinks, bends, or other defects.

2.1.6 Reinforcing Steel

ASTM A615/A615M, Grade 40.

2.1.7 Ties and Spirals

Steel, ASTM A1064/A1064M for spirals and ASTM A615/A615M for ties.

2.1.8 Anchorages and End Fittings

ACI 318.

2.1.9 Grout

Provide cement grout for prestressed piles using materials conforming to requirements stipulated herein for concrete mixes. Use admixtures, if required, known to have no injurious effects on steel or concrete. Do not use calcium chloride.

2.1.10 Pile Driving Points

Pile driving points shall be of steel conforming to the requirements of ASTM A27/A27M or ASTM A36/A36M , of the type indicated.

2.2 CONCRETE MIX DESIGN

ACI 211.1 or ACI 318, Chapter 4. Concrete shall have a minimum compressive strength of 6000 psi at 28 days and a maximum size aggregate of 3/4 inches.

2.3 FABRICATION

2.3.1 Formwork

Formwork and dimensional tolerances shall be in accordance with PCI MNL-116, and as specified herein. Provide forms of metal, braced and stiffened against deformation, accurately constructed, watertight, and supported on unyielding casting beds. Forms shall permit movement of pile without damage during release of prestressing force. Form precast dowel holes with galvanized flexible metal conduit.

2.3.2 Pretensioning

Pretensioning shall be performed in accordance with PCI MNL-116, and as specified herein. Use gage calibrated within last 6 months by a laboratory approved by Contracting Officer. Provide means for measuring elongation of steel to nearest 1/8 inch. Give tensioning steel a uniform prestress prior to being brought to design prestress. Induce same initial prestress in each unit when several units of prestressing steel in a pile are stretched simultaneously.

2.3.3 Casting

2.3.3.1 Conveying

Convey concrete to formwork in accordance with PCI MNL-116, and as specified herein. Clean conveying equipment thoroughly before each run. During placing, make any free vertical drop of the concrete less than 3 feet. Remove concrete which has segregated in conveying or placing.

2.3.3.2 Placing and Casting

Perform concrete casting within 3 days after pretensioning steel; however, do not deposit concrete in forms until placement of reinforcement and anchorages has been inspected and approved by pile manufacturer's quality control representative. Produce each pile of dense concrete straight with smooth surfaces with reinforcement retained in its proper position during fabrication. Use vibrator with heads smaller than the minimum distance between steel for pretensioning. Make surface of pile ends perpendicular to axis of pile. Chamfer, a minimum of 3/4 inch, ends of piles and corners of square piles.

2.3.4 Curing of Piles

Cure piles using moist or accelerated curing. Curing of piles shall be in accordance with the PCI MNL-116 except as follows.

2.3.4.1 Moist Curing

Moist cure using moist burlap coverings, plastic sheeting, or membrane curing compound until minimum strength to detension is achieved.

2.3.4.2 Accelerated Curing

After placement of concrete, moist cure for a period of 4 hours. Follow by accelerated curing until concrete has reached specified release strength. Enclose casting bed for accelerated curing with a suitable enclosure. During application of steam or heat, increase the air temperature at a rate not to exceed 40 degrees F per hour. Cure at a maximum temperature of 150 degrees F until concrete has reached specified release strength. Reduce temperature at a rate not to exceed 20 degrees F per hour until a temperature of 20 degrees F above ambient air temperature is reached. After accelerated curing, moist cure using either water or membrane curing until a total accelerated and moist curing time of 72 hours is achieved.

2.3.5 Detensioning

Detensioning shall be performed in accordance with PCI MNL-116, and as specified herein. Gradually release tension in strands from anchorage. Detension after approval by pile manufacturer's quality control representative. Perform transfer of prestressing force when concrete has reached a minimum compressive strength of 4,800 psi.

2.4 PRODUCT QUALITY CONTROL

Where piling is manufactured in a plant with an established quality control program as attested to by a current certification in the PCI "Certification Program for Quality Control" perform product quality control in accordance with PCI MNL-116. Where piling is manufactured by specialists or in plants not currently enrolled in the PCI "Certification Program for Quality

Control," set-up a product quality control system in accordance with PCI MNL-116 and perform concrete and aggregate quality control testing using an independent commercial testing laboratory approved by the Contracting Officer in accordance with the following.

2.4.1 Aggregate Tests

Take samples of fine and coarse aggregate at concrete batch plant and test. Perform mechanical analysis (one test for each aggregate size) in accordance with ASTM C136. Tabulate results of tests in accordance with ASTM C33/C33M.

2.4.2 Slump and Strength Tests

Sample concrete in accordance with ASTM C172/C172M at time concrete is deposited for each production line. Perform slump tests in accordance with ASTM C143/C143M. Mold cylinders in accordance with ASTM C31/C31M. Mold at least six cylinders per day or one for every 20 cubic yards of concrete placed, whichever is greater. Cure cylinders in same manner as piles and for accelerated curing, place at coolest point in casting bed. Perform strength tests in accordance with ASTM C39/C39M. Test two cylinders of each set at 7 days or 14 days, or at a time for establishing transfer of prestressing force (release strength) and removal of pile from forms. Test remaining cylinders of each set 28 days after molding.

2.4.3 Changes in Proportions

If, after evaluation of strength test results, compressive strength is less than specified compressive strength, make adjustments in proportions and water content and changes in temperature, moisture, and curing procedures as necessary to secure specified strength. Submit changes in mix design to Contracting Officer in writing.

2.4.4 Compressive Strength Test Results

Evaluate compressive strength test results at 28 days in accordance with ACI 214R using a coefficient of variation of 10 percent. Evaluate strength of concrete by averaging test results of each set of standard cylinders tested at 28 days. Not more than 10 percent of individual cylinders tested shall have a compressive strength less than specified design strength.

2.4.5 Chloride Ion Concentration

Sampling and determination of water soluble chloride ion content in accordance with ASTM C1218/C1218M. Maximum water soluble chloride ion concentrations in hardened concrete at ages from 28 to 42 days contributed from the ingredients including water, aggregates, cementitious materials, and admixtures shall not exceed 0.06 percent by weight of cement.

2.4.6 Chloride Ion Penetration

To ensure the durability of concrete in marine environment, concrete shall be proportioned to have the chloride ion penetration test in accordance with ASTM C1202, and be below 3000 coulombs for concrete specimens tested at 56 days.

PART 3 EXECUTION

3.1 PILE DRIVING EQUIPMENT

3.1.1 Pile Hammers

Furnish a hammer capable of developing the indicated ultimate pile capacity considering hammer impact velocity; ram weight; stiffness of hammer and pile cushions; cross section, length, and total weight of pile; and character of subsurface material to be encountered. Use the same pile hammer, operating at the same rate and in the same manner, as that used for driving test piles. Obtain required driving energy of hammer, except for diesel hammers, by use of a heavy ram and a short stroke with low impact velocity. At final driving, operate pile hammer in accordance with manufacturer's recommendation for driving either end bearing piles or friction piles. At final driving, operate diesel powered hammers at rate recommended by manufacturer for hard driving. Maintain pressure at steam or air hammer so that: (1) for single-acting hammer, there is a full upward stroke of the ram; and (2) for differential type hammer, there is a slight rise of hammer base during each upward stroke.

3.1.2 Driving Helmets and Cushion Blocks

3.1.2.1 Driving Helmets or Caps and Pile Cushions

Use a steel driving helmet or cap including a pile cushion between top of pile and driving helmet or cap to prevent impact damage to pile. Use a driving helmet or cap and pile cushion combination capable of protecting pile head, minimizing energy absorption and dissipation, and transmitting hammer energy uniformly over top of pile. Provide driving helmet or cap that fits sufficiently loose around top of pile so that pile may be free to rotate without binding within driving helmet. During test pile installation, demonstrate to satisfaction of Contracting Officer that equipment to be used on project performs specified function. Use pile cushion of solid wood or of laminated construction using plywood, softwood or hardwood boards with grain parallel to end of pile. Provide pile cushion with thickness of 3 inches minimum and the thickness shall be increased so as to be suitable for the size and length of pile, character of the sub-surface material to be encountered, hammer characteristics, and the required driving resistance. Replace pile cushion at the start of driving of each pile and when it becomes highly compressed, charred or burned, or has become spongy or deteriorated in any manner. Show details of driving helmets, capblocks, and pile cushions. Submit 2 weeks prior to test pile installation.

3.1.2.2 Hammer Cushion or Capblock

Use a hammer cushion or capblock between driving helmet or cap and hammer ram consisting of aluminum and micarta (or equal) discs stacked alternately in a steel housing or a suitable polymer designed for this specific purpose as indicated by the hammer manufacturer. Use steel plates at top and bottom of capblock. Replace aluminum, micarta or polymer discs that have become damaged, split or deteriorated in any manner. Do not use small wood blocks, wood chips, rope or other materials that permit excessive loss of hammer energy.

3.2 PRELIMINARY WORK

3.2.1 Wave Equation Analysis of Pile Drivability

a. Prior to driving any pile, the Contractor shall submit a pile Wave Equation Analysis, performed by his Geotechnical Consultant, for each size pile and distinct subsurface profile condition. These analyses shall take into account the proposed hammer assembly, pile cap block and cushion characteristics, the pile properties and estimated lengths and the soil properties anticipated to be encountered throughout the installed pile length based on static capacity analysis with consideration of driving gain/loss factors. Only one specific model of pile hammer may be used for each pile type and capacity.

b. The Wave Equation Analysis shall demonstrate that the piles will not be damaged during driving, shall indicate that the driving stresses will be maintained within the limits below and indicate the blow count necessary to achieve the required ultimate static pile capacities.

Allowable Driving Stresses

Steel Piles

Compression - 0.9 fy
Tension - 0.9 fy

Where fy is yield strength of steel

Concrete

Compression - 0.85f'c minus UPL
Tension - (3 times (the square root of f'c)) plus UPL

f'c is compressive strength of concrete
UPL = Unit Prestress after Losses
(Obtain values from pile manufacturer)

c. Upon completion of the dynamic and static testing programs outlined in this specification section, a refined Wave Equation Analysis shall be performed taking into consideration the evaluated capacities, gain/loss factors and recommended production pile lengths. Production pile driving criteria shall be developed based on the results of the refined Wave Equation Evaluations.

d. All pile driving equipment furnished by the Contractor shall be subject to the approval of the Contractor's Geotechnical Consultant. Complete the attached pile and driving equipment data form, including hammer information, in full as part of the submittal of the results of the Wave Equation Analyses.

e. The cost of performing the Wave Equation Analyses shall be paid for by the Contractor and included in the base bid.

3.2.2 Order List

The Contractor shall submit to the Contracting Officer for approval, an itemized list for piles prior to placing the order with the supplier. The list shall indicate the pile lengths required at each location as shown on the plans and the corresponding ordered length of each pile. Load testing

and refined wave equation analysis shall be completed prior to submission of an order list.

3.2.3 Pile Length Markings

The Contractor shall mark each pile prior to driving with horizontal lines at one foot intervals, and the number of feet from pile tip at 5 foot intervals.

3.3 PILE DRIVING

3.3.1 Driving Piles

Notify Contracting Officer 10 days prior to driving of test piles and load test. Foundation excavation shall be stopped at 1 foot above foundation grade before piles are driven. When pile driving is completed, excavation shall be completed to lines and grade shown. Piles may be driven when the specified 28-day concrete strength has been achieved but not less than 7 days after casting. Drive piles to tip elevation to reach a driving resistance established by the wave equation analyses (WEAP) in accordance with the schedule which the Government will prepare from the test-pile driving data. During initial driving and until pile tip has penetrated beyond layers of very soft soil or below bottom of predrilled or prejetted holes, use a reduced driving energy of the hammer as required to prevent pile damage. Refusal criteria shall be established by the Contracting Officer. If a pile fails to reach indicated tip elevation, or if a pile reaches tip elevation without reaching required driving resistance, notify Contracting Officer and perform corrective measures as directed. Provide hearing protection when noise levels exceed 140 dB. Piles or pile sections shall not be handled or moved in any manner that would result in cracking or permanent damage to the concrete or to the grout surrounding the prestressing cables. Piles may be driven without pile guides or leads providing a hammer guide frame is used to keep the pile and hammer in alignment.

3.3.2 Protection of Piles

Take care to avoid damage to piles during handling, placing pile in leads, and during pile driving operations. Support piles laterally during driving, but allow rotation in leads. Square top of pile to longitudinal axis of pile. Maintain axial alignment of pile hammer with that of the pile. If the Contractor elects to use a pile head with projecting strands or mild steel reinforcement, prevent direct impact forces from being transmitted through the reinforcement, by using a special driving head.

3.3.3 Tolerances in Driving

Drive piles with a variation of not more than 2 percent from vertical for plumb piles or more than 4 percent from required angle for batter piles. Maintain and check axial alignment of pile and leads at all times. If subsurface conditions cause pile drifting beyond allowable axial alignment tolerance, notify Contracting Officer and perform corrective measures as directed. Place butts within 4 inches of location indicated. Manipulation of piles within specified tolerances will not be permitted. In addition to specified tolerances, maintain a location to provide a clear distance of at least 5 inches from butt to edge of pile cap. If clear distance can not be maintained, then notify Contracting Officer. Check each pile for heave. Redrive heaved piles to required point elevation.

3.3.4 Rejected Piles

Piles damaged or impaired for use during handling or driving, mislocated, or driven out of alignment beyond the maximum tolerance shall be withdrawn and replaced by new piles or shall be cut-off and abandoned and new piles driven as directed. Excess cut-off from piles and unacceptable piles shall be removed from the work site. All work in connection with withdrawing and removing rejected piles from the site shall be done at no additional cost to the Government.

3.3.5 Splices

Splicing of piles is not permitted. 3.3.6 Pile Cut-Off

Cut-off piles with a smooth level cut using pneumatic tools, sawing, or other suitable methods approved by Contracting Officer. Use of explosives for cutting is not permitted. Cut-off sections of piles shall be removed from the site upon completion of the work.

3.4 FIELD QUALITY CONTROL

3.4.1 Test Piles

Use test piles of type, and drive as specified for piling elsewhere in this section. Order test piles 10 feet longer in length than production piles. The additional test pile length shall be driven only at the direction of the Contracting Officer. The Government will use test pile data to determine "calculated" pile tip elevation or necessary driving resistance. Drive test piles at the locations indicated . Drive test piles to indicated bidding lengths. Use test piles, if located properly and offering adequate driving resistance in finished work. Pre-drilling or jetting is permitted only when test piles clearly establish validity of its use, or as directed by the Contracting Officer. A pile dynamic analyzer shall be provided and operated as specified in paragraph DYNAMIC PILE ANALYSIS during the driving of each test pile. Modify driving as required based upon recommendation of Contractor's Geotechnical Consultant and approval of the Contracting Officer.

3.4.2 Dynamic Pile Analysis

The purpose of dynamic testing is to provide supplemental information for evaluating pile hammer performance, driving stresses, and bearing capacities. Dynamic testing shall be conducted during the entire time piles are initially driven or redriven and during pile restrike testing. Use test piles of type as specified elsewhere in this section. Equipment to obtain dynamic measurements, record, reduce and display its data shall be furnished and meet the requirement of ASTM D4945. The equipment shall have been calibrated within 12 months thereafter throughout the contract duration. Drive test piles at the locations indicated. The contractor shall employ an independent inspection firm, hereinafter referred to as the "Contractor's Geotechnical Consultant", experienced in the pile driving process, monitoring of test pile installation, and in the use of the Pile Driving Analyzer and its related equipment. Dynamic pile analysis shall be performed as follows:

a. Each dynamic pile analysis shall be performed in two steps. The first step is to check the hammer, pile and soil performance, and to determine the suitability of the proposed hammer for the size, length and type of pile being installed for the soil types encountered as the

piles are driven. This initial monitoring shall determine whether pre-augering or jetting is appropriate, efficiency of the hammer relative to specified efficiency, effectiveness of cushion, level of compressive and tensile stress in pile and extent/location of any pile damage caused by the initial driving. With each blow of the pile the information listed below shall be electronically recorded and analyzed by the Pile Driving Analyzer:

(1) Blow number

(2) Blow rate per minute and/or stroke.

(3) Input and reflected values of force and velocity.

(4) Value of upward and downward traveling force wave with time.

(5) Maximum and final transferred energy to pile, hammer system efficiency.

(6) Maximum compressive stress, velocity, acceleration and displacement.

(7) Maximum tensile stress in pile.

(8) Pile structural integrity, damage detection, extent and location.

(9) Bearing capacity of pile by Case method.

If the pile, hammer and soil performance evaluation recommends changes to the hammer stroke, pile cushioning, augering or any other aspect for the pile driving operation these changes shall be incorporated into production pile driving in an effort to control excessive stresses and pile damage. Test piles damaged or broken during installation shall be replaced, incorporating driving modifications as determined by the Contractor's Geotechnical Consultant and reviewed and approved by the Contracting Officer. This procedure shall be repeated until allowable tensile and compressive stresses are achieved in the pile and/or pile damage is minimized. Selected initial driving records shall be subjected to rigorous computer analysis by the Case Pile Wave Analysis Program (CAPWAP) for determination of resistance distribution, soil resistance and properties, and estimation of anticipated gain/loss factors.

b. Upon completion of test pile driving the piles shall be allowed to set-up for at least 72 hours. After evaluation of pile, hammer and soil performance by the Contractor's Geotechnical Consultant, the second step of the dynamic pile analysis may proceed. This portion of the evaluation requires striking the set-up piles a minimum of 20-50 times, or as directed by the Contractor's Geotechnical Consultant using the same hammer which was used for the test pile driving and which will be used for production pile driving. The hammer shall be "warmed up" and in optimal readiness prior to restriking, in order to avoid capacity losses during evaluation of restrike data. Maximum hammer energy shall be applied during restrike in order to fully mobilize the soil resistance. However, care should be exercised as to not overstress the pile. In addition to those items listed above, selected restrike driving records (as directed by the Contractor's Geotechnical

Consultant are to be subjected to rigorous computer analysis by the Case Pile Wave Analysis Program (CAPWAP) for determination of resistance distribution, soil resistance and properties, and plot of applied load vs. average pile displacement based on the calculated soil properties.

c. Performance Report:

(1) Upon satisfactory completion of each dynamic load test a minimum of three copies of a Pile Performance Report shall be submitted for the Contractor by the Contractor's Geotechnical Consultant. The submittal shall be prepared and sealed by a Professional Engineer registered in the State of Virginia and shall be made within three working days of the completion of the dynamic load test.

(2) The report for the Dynamic Pile Analysis shall contain the following information:

(a) Bearing capacity of pile from Case Pile Wave Analysis Program (CAPWAP). Information resulting from analysis of a selected restrike blow.

(b) Maximum and final transferred energy, hammer system efficiency during pile installation.

(c) Maximum compressive stress, velocity, acceleration and displacement.

(d) Maximum tensile stress in pile.

(e) Pile structural integrity, damage detection, extent and location.

(f) Blows per minute and blow number.

(g) Input and reflection values of force and velocity, upward and downward traveling force wave with time.

(h) Pile skin friction and toe resistance distribution.

(i) Maximum energy transferred to pile.

(3) The maximum allowable pile design load will be proposed by the Contractor's Geotechnical Consultant based upon the results of a satisfactory pile load test conducted on a pile driven as specified herein and shall include the effects of load transfer to the soil above the foundation stratum.

d. The equipment to be used for dynamic testing of the pile hammer and soil performance and for dynamic load testing of the test pile shall be either a model GCPC or a PAK Pile Driving Analyzer as manufactured by Pile Dynamics, Inc., of Cleveland Ohio or approved equivalent.

e. All services of the Contractor's Geotechnical Consultant shall be paid for by the Contractor. The Contractor's Geotechnical Consultant shall be available throughout the pile driving operation to consult with the Contracting Officer when required by the Contracting Officer. The cost

of changes in the Contractor's procedure, as required by evaluation of the results of the Pile Driving Analysis, shall be at the Contractor's expense.

3.4.3 Static Load Tests

Perform compressive load tests on 2 test piles in accordance with ASTM D1143/D1143M (standard loading procedure) as modified herein. Allow a minimum of 48 hours following final test pile driving for pile set-up prior to load testing. Provide apparatus for applying vertical loads as required by method, using load from weighted box or platform applied to pile by hydraulic jack. Increase load in increments until rapid progressive settlement takes place or until application of total compressive load of 40 tons for compressive load tests. Consider load test satisfactory when after one hour at full test load gross settlement of pile butt is not greater than gross elastic pile compression plus 0.15 inch plus one percent of pile tip diameter or width in inches, slope of gross load-settlement curve under full test load does not exceed 0.05 inches per ton, net settlement after removal of test load does not exceed 1/2 inch. Perform load tests at locations as proposed by the Contractor's Geotechnical Consultant and as directed by the Contracting Officer. Additional load tests, at Government expense, may be required by the Contracting Officer. Loading, testing, and recording and analysis of data shall be under the direct supervision of a Registered Professional Engineer, registered in the state of project location, and provided and paid for by the Contractor.

3.4.3.1 Safe Design Capacity

The safe design capacity of a test pile as determined from the results of load tests shall be the lesser of the two values computed according to the following:

a. One-half of that load which causes a net settlement after rebound of not more than 0.01 inch per ton of total test load.

b. One-half of the load that causes a gross settlement of not more than 1 inch, provided the load settlement curve shows no sign of failure.

3.4.4 Lateral Load Test

Perform lateral load tests on 2 piles in accordance with ASTM D3966/D3966M, as modified and in paragraph LOAD TESTS. Lateral load tests shall consist of jacking two piles apart with a hydraulic jack, with one pile serving as the reaction pile for the other. A lateral load of 5 tons shall be applied to each pair of lateral load test piles. Required movement readings shall be made and recorded for each pile.

3.4.5 Pile Records

Keep a complete and accurate record of each pile driven. Indicate the pile location, deviations from pile location, cross section shape and dimensions, original length, ground elevation, tip elevation, cut-off elevations, number of blows required for each foot of penetration and number of blows for the last 6 inches penetration or fraction thereof as required for the "calculated" driving resistance. Include in the record the beginning and ending times of each operation during driving of pile, type and size of hammer used, rate of operation, stroke or equivalent stroke for diesel hammer, type of driving helmet, and type and dimension of

hammer cushion (capblock) and pile cushion used. Record retap data and unusual occurrences during pile driving such as redriving, heaving, weaving, obstructions, and any driving interruptions. A preprinted pile driving log for recording pile driving data and pile driving equipment data form, which can be downloaded at: http://www.wbdg.org/ccb/NAVGRAPH/graphtoc.pdf.

3.5 SPECIAL INSPECTION AND TESTING FOR SEISMIC-RESISTING SYSTEMS

Special inspections and testing for seismic-resisting systems and components shall be done in accordance with Section 01 45 35 SPECIAL INSPECTIONS.

-- End of Section --

SECTION 32 13 11

CONCRETE PAVEMENT FOR AIRFIELDS AND OTHER HEAVY-DUTY PAVEMENTS
11/12

PART 1 GENERAL

1.1 UNIT PRICES

1.1.1 Payments

1.1.1.1 Lump Sum

The quantity of concrete will be paid for and included in the lump-sum contract price. If less than 100 percent payment is due based on the pay factors stipulated below, a unit price of $50.00 per square yard for non-reinforced and $80.00 per square yard for reinforced concrete will be used for purposes of calculating the payment reduction.

1.1.2 Payment of Lots

When a lot of material fails to meet the specification requirements, that lot will be accepted at a reduced price or shall be removed and replaced. The lowest computed percent payment determined for any pavement characteristic (i.e., thickness, grade, and surface smoothness) discussed below shall be the actual percent payment for that lot. The actual percent payment will be applied to the unit price and the measured quantity of concrete in the lot to determine actual payment. Use results of strength tests to control concreting operations. Strength will be evaluated, but will not be considered for payment adjustment. Any pavement not meeting the required 'specified strength' shall be removed and replaced at no additional cost to the Government.

1.1.3 Payment Adjustment for Smoothness

a. Straightedge Testing: Location and deviation from straightedge for all measurements shall be recorded. When more than 5.0 and less than or equal to 10.0 percent of all measurements made within a lot exceed the tolerance specified in paragraph "Surface Smoothness", after any reduction of high spots or removal and replacement, the computed percent payment based on surface smoothness will be 95 percent. When more than 10.0 percent and less than or equal to 15.0 percent of all measurements exceed the tolerance, the computed percent payment will be 90 percent. When more than 15.0 and less than or equal to 20.0 percent of all measurements exceed the tolerance, the computed percent payment will be 75 percent. When more than 20.0 percent of the measurements exceed the tolerance, the lot shall be removed and replaced at no additional cost to the Government.

b. Profilograph Testing: Location and data from all profilograph measurements shall be recorded. When the Profile Index of a 0.1 mile segment of a lot exceeds the tolerance specified in paragraph "Surface Smoothness" 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 percent payment 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 percent

payment 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 percent payment will be 75 percent. When the Profile Index exceeds the tolerance by 4.0 inches per mile or more, the lot shall be removed and replaced at no additional cost to the Government.

1.1.4 Payment Adjustment for Plan Grade

When more than 5.0 and less than or equal to 10.0 percent of all measurements made within a lot are outside the specified tolerance, the computed percent payment for that lot will be 95 percent. When more than 10.0 percent but less than 50 percent are outside the specified tolerances, the computed percent payment for the lot will be 75 percent. In any areas where the deviation from grade exceeds the specified tolerances by 50 percent or more, the deficient area shall be removed and replaced at no additional cost to the Government.

1.1.5 Payment Adjustment for Thickness

Using the Average Thickness of the lot, determine the computed percent payment for thickness by entering the following table:

Computed Percent Payment for Thickness		
	Deficiency in Thickness	
Determined by cores Inches	Pavements Equal To or Over 8 Inches Thick	Pavements Less Than 8 Inches Thick
0.00 to 0.24	100	100
0.25 to 0.49	75	65
0.50 to 0.74	50	0
0.75 or greater	0	0

Where 0 percent payment is indicated, remove the entire lot and replace at no additional cost to the Government. Where either of the two cores from a sublot show a thickness deficiency of 0.75 inch or greater, 0.50 inch for pavements 8 inches or less in thickness drill two more cores in the sublot and compute the average thickness of the four cores. If this average shows a thickness deficiency of 0.75 inch or more 0.50 inch for pavements 8 inches or less in thickness remove the entire sublot.

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 CONCRETE INSTITUTE INTERNATIONAL (ACI)

ACI 211.1 (1991; R 2009) Standard Practice for Selecting Proportions for Normal, Heavyweight and Mass Concrete

ACI 214R	(2011) Evaluation of Strength Test Results of Concrete
ACI 305R	(2010) Guide to Hot Weather Concreting
ACI 306R	(2010) Guide to Cold Weather Concreting

ASTM INTERNATIONAL (ASTM)

ASTM A184/A184M	(2006; E2011) Standard Specification for Fabricated Deformed Steel Bar Mats for Concrete Reinforcement
ASTM A185/A185M	(2007) Standard Specification for Steel Welded Wire Reinforcement, Plain, for Concrete
ASTM A497/A497M	(2007) Standard Specification for Steel Welded Wire Reinforcement, Deformed, for Concrete
ASTM A615/A615M	(2012) Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM A775/A775M	(2007b) Standard Specification for Epoxy-Coated Steel Reinforcing Bars
ASTM A996/A996M	(2009b) Standard Specification for Rail-Steel and Axle-Steel Deformed Bars for Concrete Reinforcement
ASTM C1017/C1017M	(2007) Standard Specification for Chemical Admixtures for Use in Producing Flowing Concrete
ASTM C1064/C1064M	(2011) Standard Test Method for Temperature of Freshly Mixed Hydraulic-Cement Concrete
ASTM C1077	(2011c) Standard Practice for Laboratories Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Laboratory Evaluation
ASTM C117	(2004) Standard Test Method for Materials Finer than 75-um (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C123/C123M	(2012) Standard Test Method for Lightweight Particles in Aggregate
ASTM C1260	(2007) Standard Test Method for Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
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 C138/C138M	(2012) Standard Test Method for Density ("Unit Weight"), Yield, and Air Content (Gravimetric) of Concrete
ASTM C142/C142M	(2010) Standard Test Method for Clay Lumps and Friable Particles in Aggregates
ASTM C143/C143M	(2010a) Standard Test Method for Slump of Hydraulic-Cement Concrete
ASTM C150/C150M	(2012) Standard Specification for Portland Cement
ASTM C1567	(2011) Standard Test Method for Potential Alkali-Silica Reactivity of Combinations of Cementitious Materials and Aggregate (Accelerated Mortar-Bar Method)
ASTM C1602/C1602M	(2012) Standard Specification for Mixing Water Used in Production of Hydraulic Cement Concrete
ASTM C1646/C1646M	(2008a) Making and Curing Test Specimens for Evaluating Frost Resistance of Coarse Aggregate in Air-Entrained Concrete by Rapid Freezing and Thawing
ASTM C172/C172M	(2010) Standard Practice for Sampling Freshly Mixed Concrete
ASTM C174/C174M	(2012) Standard Test Method for Measuring Thickness of Concrete Elements Using Drilled Concrete Cores
ASTM C192/C192M	(2012) Standard Practice for Making and Curing Concrete Test Specimens in the Laboratory
ASTM C231/C231M	(2010) 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 C294	(2012) Standard Descriptive Nomenclature for Constituents of Concrete Aggregates
ASTM C295/C295M	(2012) Petrographic Examination of Aggregates for Concrete
ASTM C31/C31M	(2012) Standard Practice for Making and Curing Concrete Test Specimens in the Field

ASTM C33/C33M	(2011a) Standard Specification for Concrete Aggregates
ASTM C494/C494M	(2012) Standard Specification for Chemical Admixtures for Concrete
ASTM C618	(2012) Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use in Concrete
ASTM C666/C666M	(2003; R 2008) Resistance of Concrete to Rapid Freezing and Thawing
ASTM C78/C78M	(2010) Standard Test Method for Flexural Strength of Concrete (Using Simple Beam with Third-Point Loading)
ASTM C88	(2005) Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C881/C881M	(2010) Standard Specification for Epoxy-Resin-Base Bonding Systems for Concrete
ASTM C94/C94M	(2012) Standard Specification for Ready-Mixed Concrete
ASTM D1752	(2004a; R 2008) Standard Specification for Preformed Sponge Rubber Cork and Recycled PVC Expansion
ASTM D2995	(1999; R 2009) Determining Application Rate of Bituminous Distributors
ASTM D3665	(2012) Random Sampling of Construction Materials
ASTM D4791	(2010) Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D75/D75M	(2009) Standard Practice for Sampling Aggregates

NATIONAL READY MIXED CONCRETE ASSOCIATION (NRMCA)

NRMCA QC 3	(2003) Quality Control Manual: Section 3, Plant Certifications Checklist: Certification of Ready Mixed Concrete Production Facilities

U.S. ARMY CORPS OF ENGINEERS (USACE)

COE CRD-C 130	(2001) Standard Recommended Practice for Estimating Scratch Hardness of Coarse Aggregate Particles

COE CRD-C 143	(1962) Specifications for Meters for Automatic Indication of Moisture in Fine Aggregate
COE CRD-C 300	(1990) Specifications for Membrane-Forming Compounds for Curing Concrete
COE CRD-C 521	(1981) Standard Test Method for Frequency and Amplitude of Vibrators for Concrete
COE CRD-C 55	(1992) Test Method for Within-Batch Uniformity of Freshly Mixed Concrete
COE CRD-C 662	(2009) Determining the Potential Alkali-Silica Reactivity of Combinations of Cementitious Materials, Lithium Nitrate Admixture and Aggregate (Accelerated Mortar-Bar Method)

1.3 SYSTEM DESCRIPTION

This section is intended to stand alone for construction of concrete pavement. However, where the construction covered herein interfaces with other sections, the construction at each interface shall conform to the requirements of both this section and the other section, including tolerances for both.

1.3.1 Surface Smoothness

Use the straightedge method for transverse testing, for longitudinal testing and at the ends of the paving limits for the project. Where drawings show required deviations from a plane surface (crowns, drainage inlets, etc.) or existing rough or high PI pavement, finish the surface to meet the approval of the Contracting Officer. Detailed notes shall be kept of the results of the testing and a copy furnished to the Government after each day's testing.

a. Straightedge Testing: The finished surfaces of the pavements shall have no abrupt change of 1/4 inch or more, and all pavements shall be within the limits specified when checked with an approved 12 foot straightedge. Runways and taxiways shall have a variation from the specified straight edge not greater than 1/8 inch in the longitudinal direction and not greater than 1/4 inch in the transverse direction. All other airfield areas shall have a variation from a straight edge not greater than 1/4 inch in either the longitudinal or transverse direction.

b. Bumps ("Must Grind" Areas): Any bumps ("must grind" areas) shown on the profilograph trace which exceed 0.4 inch in height shall be reduced by diamond grinding in accordance with subparagraph "Diamond Grinding of PCC Surfaces" below until they do not exceed 0.3 inch when retested. Such grinding shall be tapered in all directions to provide smooth transitions to areas not requiring grinding.

c. Testing Method: After the concrete has hardened sufficiently to permit walking thereon, but not later than 48 hours after placement, test the entire surface of the pavement in each lot in such a manner as to reveal all surface irregularities exceeding the tolerances specified above. If any pavement areas are ground, these areas shall be retested

immediately after diamond grinding. The entire area of the pavement shall be tested in both a longitudinal and a transverse direction on parallel lines. The transverse lines shall be 15 feet or less apart, as directed. The longitudinal lines shall be at the centerline of each paving lane shown on the drawings, regardless of whether the Contractor is allowed to pave two lanes at a time, and at the 1/8th point in from each side of the lane. Other areas having obvious deviations shall also be tested. Longitudinal testing lines shall be continuous across all joints. Transverse testing lines for pilot lanes shall be carried to construction joint lines and for fill-in lanes shall be carried 24 inches across construction joints, and the readings in this area applied to the fill-in lane. Straightedge testing of the longitudinal edges of slipformed pilot lanes shall also be performed before paving fill-in lanes as specified below.

(1) Straightedge Testing: The straightedge shall be held in contact with the surface and moved ahead one-half the length of the straightedge for each successive measurement. Determine the amount of surface irregularity by placing the freestanding (unleveled) straightedge on the pavement surface and measuring the maximum gap between the straightedge and the pavement surface. Measurements shall be determined along the entire length of the straight edge.

1.3.2 Edge Slump and Joint Face Deformation

a. Edge Slump: When slip-form paving is used, not more than 15.0 percent of the total free edge of each pavement panel shall have an edge slump exceeding 1/4 inch and none of the free edge of the pavement lot shall have an edge slump exceeding 3/8 inch. (A pavement panel is defined as a lane width by the length between two adjacent transverse contraction joints. The total free edge of the pavement will be considered to be the cumulative total linear measurement of pavement panel edge originally constructed as non-adjacent to any existing pavement; i.e., 100 feet of pilot lane originally constructed as a separate lane, will have 200 feet of free edge; 100 feet of fill-in lane will have no free edge, etc.,). The area affected by the downward movement of the concrete along the pavement edge shall not exceed 18 inches back from the edge.

b. Joint Face Deformation: In addition to the edge slump limits specified above, the vertical joint face shall have a surface within the maximum limits shown below:

Offset from Straightedge Applied Logintudinally to Pavement Surface	Offset from Straightedge Applied Longitudinally to Vertical Face	Offset from Straightedge Applied Top to Bottom Against the Joint Face	Abrupt Offset in Any Direction	Offset of Joint Face from True Vertical
Airfield Pavement				
1/8 inch	1/4 inch	3/8 inch	1/8 inch	1 inch/12 inches
All Other Pavement				

Offset from Straightedge Applied Logintudinally to Pavement Surface	Offset from Straightedge Applied Longitudinally to Vertical Face	Offset from Straightedge Applied Top to Bottom Against the Joint Face	Abrupt Offset in Any Direction	Offset of Joint Face from True Vertical
1/4 inch	All other items same as airfield pavement			

c. Slump Determination: Immediately after the concrete has hardened sufficiently to permit walking thereon, the pavement surface of each lot shall be tested by the Contractor. Testing shall be performed with a minimum 12 foot straightedge to reveal irregularities exceeding the edge slump tolerance specified above. The vertical edge slump shall be determined at each free edge of each slipformed paving lane constructed. The straightedge shall be placed transverse to the direction of paving and the end of the straightedge located at the edge of the paving lane. Measurements shall be made at 5 to 15 foot spacings, as directed, commencing at the header where paving was started. Initially measurements shall be made at 5 foot intervals in each lane. When no deficiencies are present, the Contracting Officer may approve an increase in the interval. When any deficiencies exist, the interval will be returned to 5 feet. In no case shall the interval exceed 15 feet. In addition to the transverse edge slump determination above, the Contractor, at the same time, shall check the longitudinal surface smoothness of the joint on a continuous line 1 inch back from the joint line using the 12 foot straightedge advanced one-half its length for each reading. Other tests of the exposed joint face shall be made to ensure that a uniform, true vertical joint face is attained. The measurements shall be made by the Contractor, shall be properly referenced in accordance with paving lane identification and stationing, and a report given to the Contracting Officer within 24 hours after measurement is made. The report shall also identify areas requiring replacement.

d. Excessive Edge Slump: When edge slump exceeding the limits specified above is encountered on either side of the paving lane, additional straightedge measurements shall be made, if required, to define the linear limits of the excessive slump. The concrete slabs having excessive edge slump or joint deformation shall be removed and replaced to the next transverse joint in conformance with paragraph: REPAIR, REMOVAL, REPLACEMENT OF NEWLY CONSTRUCTED SLABS. Use of slip-form paving equipment and procedures that fail to consistently provide edges within the specified tolerances on edge slump and joint face deformation shall be discontinued and the pavements shall be constructed by means of standard paving procedures using fixed forms.

1.3.3 Plan Grade

Within 5 days after paving of each lot, the finished surface of the pavement area shall be tested, by running lines of levels at intervals corresponding with every longitudinal and transverse joint to determine the elevation at each joint intersection. The results of this survey shall be recorded and a copy given to the Government at the completion of the survey of each lot. The finished surfaces of airfield runway, taxiway, and apron pavements shall vary not more than 1/2 inch above or below the plan grade line or elevation indicated. The surfaces of other pavements shall vary not more than 3/4 inch. The above deviations from the approved grade line

and elevation will not be permitted in areas where closer conformance with the planned grade and elevation is required for the proper functioning of appurtenant structures. The finished surfaces of new abutting pavements shall coincide at their juncture.

1.3.4 Flexural Strength

Submit certified copies of laboratory test reports and sources for cement, supplementary cementitious materials (SCM), aggregates, admixtures, curing compound, epoxy, and proprietary patching materials proposed for use on this project. All aggregate tests shall have been performed no earlier than 6 months prior to contract award. Each lot of pavement will be evaluated for acceptance in accordance with the following procedures.

a. Sampling and Testing: For acceptance, one composite sample of concrete from each sublot shall be obtained in accordance with ASTM C172/C172M from one batch or truckload. Test beams 6 x 6 inches shall be fabricated and cured in accordance with ASTM C31/C31M; and tested in accordance with ASTM C78/C78M.

b. Computations: Average the eight 14-day strength tests for the lot. The average strength shall be used in accordance with paragraph "Concrete Strength for Final Acceptance" in PART 2.

1.3.5 Thickness

Each lot of pavement will be evaluated for acceptance and payment adjustment in accordance with the following procedure. Two cores, between 4 and 6 inches in diameter, shall be drilled from the pavement, per sublot (8 per lot). The Contractor is responsible for drilling the cores within 3 days after lot placement, filling the core holes with an approved non-shrink concrete, respraying the cored areas with curing compound, and for measuring the cores. Each core shall be inspected for voids, thickness of paste on the surface, and depth of reinforcement (if required). Provide the results with the thickness measurement data. Eight measurements of thickness shall be made around the circumference of each core and one in the center, in accordance with ASTM C174/C174M, using calibrated calipers for specimens longer than 10 inches. The pavement thickness from the 8 cores for the lot shall be averaged and shall be evaluated as described in paragraph: PAYMENT ADJUSTMENT FOR THICKNESS above.

1.3.6 Diamond Grinding of PCC Surfaces

In areas not meeting the specified limits for surface smoothness and plan grade, high areas shall be reduced to attain the required smoothness and grade, except as depth is limited below. High areas shall be reduced by grinding the hardened concrete with an approved diamond grinding machine after the concrete is 14 days or more old. Grinding shall be accomplished by sawing with an industrial diamond abrasive which is impregnated in the saw blades. The saw blades shall be assembled in a cutting head mounted on a machine designed specifically for diamond grinding that will produce the required texture and smoothness level without damage to the concrete pavement or joint faces. The saw blades shall be 1/8-inch wide and there shall be a minimum of 55 to 60 blades per 12 inches of cutting head width depending on the hardness of the aggregate. Each machine shall be capable of cutting a path 3 to 4 ft 3 to 4 ft wide. Grinding equipment that causes ravels, aggregate fractures, spalls or disturbance to the joints will not be permitted. The area corrected by grinding the surface of the hardened concrete shall not exceed 10 percent of the total area of any

sublot. The depth of diamond grinding shall not exceed 1/4 inch. All pavement areas requiring plan grade or surface smoothness corrections in excess of the limits specified above, shall be removed and replaced in conformance with paragraph REPAIR, REMOVAL, REPLACEMENT OF NEWLY CONSTRUCTED SLABS. In pavement areas given a wire comb or tined texture, areas exceeding 25 square feet that have been corrected by diamond grinding shall be retextured by transverse grooving using an approved grooving machine of standard manufacture. The grooves shall be 1/4 inch deep by 1/4 inch wide on 1-1/2 inch centers and shall be carried into, and tapered to zero depth within the non-corrected surface, or shall match any existing grooves in the adjacent pavement. All areas in which diamond grinding has been performed will be subject to the thickness tolerances specified in paragraph: Thickness, above.

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

Equipment
Proposed Techniques; G
Dowels; G
Dowel Bar Assemblies; G

SD-05 Design Data

Proportioning Studies; G, ED

SD-06 Test Reports

Sampling and Testing; G, ED

SD-07 Certificates

Contractor Quality Control Staff; G, ED
Laboratory Accreditation; G, ED
NRMCA Certificate of Conformance; G, ED
Commercial Laboratory; G, ED

1.5 QUALITY ASSURANCE

1.5.1 Contractor Quality Control Staff

Submit American Concrete Institute certification for Contractor Quality Control staff. Qualifications and resumes for petrographer, surveyor, concrete batch plant operator, and profilograph operator. All Contractor Quality Control personnel assigned to concrete construction shall be American Concrete Institute (ACI) certified in the following grade (or shall have written evidence acceptable to the Contracting Officer's representative of having completed similar qualification programs):

a. CQC personnel responsible for inspection of concrete paving operations: ACI Concrete Transportation Inspector.

b. Lead Foreman or Journeyman of the Concrete Placing, Finishing, and

Curing Crews: ACI Concrete Flatwork Technician/Finisher.

c. Field Testing Technicians: ACI Concrete Field Testing Technician, Grade I.

d. Laboratory Testing Technicians: ACI Concrete Strength Testing Technician and Laboratory Testing Technician, Grade I or II.

1.5.2 Other Staff

Submit for approval, the qualifications and resumes for the following staff:

a. Petrographer: Bachelor of Science degree in geology or petrography, trained in petrographic examination of concrete aggregate according to ASTM C294 and ASTM C295/C295M and trained in identification of the specific deleterious materials and tests identified in this specification. Resume shall detail the education, training and experience related to the project-specific test methods and deleterious materials and shall be submitted at least 20 days before petrographic and deleterious materials examination is to commence.

b. Licensed Surveyor: All survey work shall be performed under the supervision of a Licensed Surveyor.

c. Concrete Batch Plant Operator: National Ready Mix Concrete Association (NRMCA) Plant Manager certification at the Plant Operator level.

d. Profilograph Operator: Certification by equipment manufacturer or a state Department of Transportation.

1.5.3 Laboratory Accreditation

Laboratory and testing facilities shall be provided by and at the expense of the Contractor. Submit accreditation of the commercial laboratory by an independent evaluation authority, indicating conformance to ASTM C1077, including all applicable test procedures. The laboratories performing the tests shall be accredited in accordance with ASTM C1077, including ASTM C78/C78M and ASTM C1260. The accreditation shall be current and shall include the required and optional test methods, as specified throughout this Section. Onsite temperature-controlled concrete curing facilities shall be provided.

a. Aggregate Testing and Mix Proportioning: Aggregate testing and mixture proportioning studies shall be performed by a commercial laboratory.

b. Acceptance Testing: Furnish all materials, labor, and facilities required for molding, curing, testing, and protecting test specimens at the site and in the laboratory. Steel molds shall be used for molding the beam specimens. Furnish and maintain boxes or other facilities suitable for storing and curing the specimens at the site while in the mold within the temperature range stipulated by ASTM C31/C31M. Flexural loading equipment shall be in accordance with ASTM C78/C78M.

c. Contractor Quality Control: All sampling and testing shall be performed by an approved, onsite, independent, commercial laboratory, or for cementitious materials and admixtures, the manufacturer's laboratory. Submit USACE validation letter for commercial laboratory.

d. Laboratory Inspection: The Government will inspect the laboratory

equipment and test procedures prior to the start of concreting operations for conformance to ASTM C1077. The laboratory shall maintain this certification for the duration of the project.

1.5.4 Preconstruction Testing of Materials

All sampling and testing shall be performed by, and at the expense of, the Contractor. Use an approved commercial laboratory or, for cementitious materials and chemical admixtures, a laboratory maintained by the manufacturer of the material. No material shall be used until notice of acceptance has been given. The Contractor will not be entitled to any additional payment or extension of time due to failure of any material to meet project requirements, or for any additional sampling or testing required. Additional tests may be performed by the Government at the discretion of the Contracting Officer; such Government testing will not relieve the Contractor of any testing responsibilities.

1.5.4.1 Aggregates

Aggregates shall be sampled in the presence of a Government Representative. Samples shall be obtained in accordance with ASTM D75/D75M and shall be representative of the materials to be used for the project. Test results shall be submitted 7 days before commencing mixture proportioning studies.

1.5.4.2 Chemical Admixtures, Curing Compounds and Epoxies

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. Test results shall be not more than 6 months old prior to use in the work. Chemical admixtures that have been in storage at the project site for longer than 6 months or that have been subjected to freezing will be retested at the expense of the Contractor and will be rejected if test results are not satisfactory.

1.5.4.3 Cementitious Materials

Cement and pozzolan will be accepted on the basis of manufacturer's certification of compliance, accompanied by mill test reports showing that the material in each shipment meets the requirements of the specification under which it is furnished. Mill test reports shall be no more than 1 month old, prior to use in the work. No cementitious material shall be used until notice of acceptance has been given by the Contracting Officer. Cementitious material may be subjected to testing by the Government from samples obtained at the mill, at transfer points, or at the project site. If tests prove that a cementitious material that has been delivered is unsatisfactory, it shall be promptly removed from the site of the work. Cementitious material that has not been used within 6 months after testing shall be retested at the Contractor's expense and shall be rejected if test results are not satisfactory.

1.5.5 Testing During Construction

During construction, the Contractor is responsible for sampling and testing aggregates, cementitious materials, and concrete as specified herein. The Government will sample and test concrete and ingredient materials as considered appropriate. Provide facilities and labor as may be necessary for procurement of representative test samples. Testing by the Government will in no way relieve the Contractor of the specified testing requirements.

1.5.6 Test Section

Up to 10 days, but not more than 60 days, prior to construction of the concrete pavement, construct a test section as part of the production paving area at an outer edge as indicated on the drawings. Use the test section to develop and demonstrate to the satisfaction of the Contracting Officer the proposed techniques of mixing, hauling, placing, consolidating, finishing, curing, initial saw cutting, start-up procedures, testing methods, plant operations, and the preparation of the construction joints. Variations in mixture proportions, other than water, shall be made if directed. Vary the water content, as necessary, to arrive at the appropriate content. The mixing plant shall be operated and calibrated prior to start of placing the test section. Use the same equipment, materials, and construction techniques on the test section as will be used in all subsequent work. Base course preparation, concrete production, placing, consolidating, curing, construction of joints, and all testing shall be in accordance with applicable provisions of this specification. Three days after completion of the test section, provide eight cores at least 6 inch diameter by full depth cut from points selected in the test section by the Government. The cores will be evaluated for homogeneity, consolidation and segregation. Construct the test section meeting all specification requirements and being acceptable to the Contracting Officer in all aspects, including surface texture. Failure to construct an acceptable test section will necessitate construction of additional test sections at no additional cost to the Government. Test sections allowed to be constructed as part of the production paving which do not meet specification requirements shall be removed at the Contractor's expense. If the Contractor proposes to use slipform paving and is unable to construct an acceptable test section, the slipform paving equipment shall be removed from the job and the construction completed using stationary side forms and equipment compatible with them. Production paving shall not commence until the results on aggregates and concrete, including evaluation of the cores, and all pavement measurements for edge slump, joint face deformation, actual plan grade, surface smoothness and thickness have been submitted and approved by the Contracting Officer. Pavement accepted as a production lot will be evaluated and paid in accordance with Paragraph: ACCEPTABILITY OF WORK below.

1.5.6.1 Pilot Lane

The test section shall consist of one paving lane at least 300 feet long and shall be constructed to the same thickness as the thickest portion of pavement shown on the Drawings. The lane width shall be the same as that required for use in the project. The test section shall contain at least one transverse construction joint. If doweled longitudinal construction joints are required in any of the production pavements, they shall be installed full length along one side of the test strip throughout the test section. Two separate days shall be used for construction of the test section.

1.5.6.2 Fill-In Lane

The first 300 feet of the initial production fill-in lane shall be considered a fill-in lane test section for purposes of testing and evaluation. All requirements for the test section are applicable, as appropriate. Obtain cores from the fill-lane lane side of the longitudinal construction joint with the pilot lane. The cores will be evaluated for homogeneity, consolidation, and segregation.

1.5.7 Acceptability of Work

The materials and the pavement itself will be accepted on the basis of tests made by the Contractor. The Government may make check tests to validate the results of the Contractor's testing. If the results of the Contractor tests vary by less than 2.0 percent of the Government's test results, the results of the Contractor's tests will be used. If the results of the Government and Contractor tests vary by 2.0 percent, but less than 4.0 percent, the average of the two will be considered the value to be used. If these vary by 4.0 percent or more, each sampling and testing procedure shall be carefully evaluated and both the Government and the Contractor shall take another series of tests on duplicate samples of material. If these vary by 4.0 percent or more, the results of the tests made by the Government shall be used and the Government will continue check testing of this item on a continuous basis until the two sets of tests agree within less than 4.0 percent on a regular basis. Testing performed by the Government will in no way at any time relieve the Contractor from the specified testing requirements.

1.5.8 Acceptance Requirements

1.5.8.1 Pavement Lots

A lot will be that quantity of construction that will be evaluated for acceptance with specification requirements. A lot will be equal to one shift of production not to exceed 1000 cubic yards. In order to evaluate thickness, each lot will be divided into four equal sublots. Grade determinations will be made on the lot as a whole. Surface smoothness determinations will be made on every 0.1 mile segment in each lot. Location of all samples shall be selected on a random basis in accordance with ASTM D3665. When operational conditions cause a lot to be terminated before the specified four sublots have been completed, the following procedure shall be used to adjust the lot size and number of tests for the lot. Where three sublots have been completed, they shall constitute a lot. Where one or two sublots have been completed, they shall be incorporated into the next lot (except for the last lot), and the total number of sublots shall be used and acceptance criteria adjusted accordingly.

1.5.8.2 Evaluation

Provide all sampling and testing required for acceptance and payment adjustment at the Contractor's expense. Individuals performing sampling, testing and inspection duties shall meet the required Qualifications. The Contracting Officer reserves the right to direct additional samples and tests for any area which appears to deviate from the specification requirements. Testing in these areas will be in addition to the sublot or lot testing, and the requirements for these areas will be the same as those for a sublot or lot. Provide facilities for and, where directed, personnel to assist in obtaining samples for any Government testing.

1.6 DELIVERY, STORAGE, AND HANDLING

1.6.1 Bulk Cementitious Materials

Furnish all cementitious material in bulk. The temperature of the cementitious material, as delivered to storage at the site, shall not exceed 150 degrees F. Sufficient cementitious materials shall be in storage to

sustain continuous operation of the concrete mixing plant while the pavement is being placed. Provide separate facilities to prevent any intermixing during unloading, transporting, storing, and handling of each type of cementitious material.

1.6.2 Aggregate Materials

Store aggregate at the site of the batching and mixing plant avoiding breakage, segregation, intermixing or contamination by foreign materials. Each size of aggregate from each source shall be stored separately in free-draining stockpiles. Aggregate stored on ground shall have a minimum 24 inch thick sacrificial layer left undisturbed. Fine aggregate and the smallest size coarse aggregate shall remain in free-draining storage for at least 24 hours immediately prior to use. Sufficient aggregate shall be maintained at the site at all times to permit continuous uninterrupted operation of the mixing plant at the time concrete pavement is being placed. Tracked equipment shall not be allowed on coarse aggregate stockpiles.

1.6.3 Other Materials

Store reinforcing bars and accessories above the ground on supports. All materials shall be stored avoiding contamination and deterioration.

PART 2 PRODUCTS

2.1 CEMENTITIOUS MATERIALS

Cementitious materials shall be portland cement, or only portland cement in combination with supplementary cementitious materials (SCM), and shall conform to appropriate specifications listed below. New submittals are required when the cementitious materials sources or types change.

2.1.1 Portland Cement

Provide portland cement conforming to ASTM C150/C150M, Type II , low alkali including false set requirements.

2.1.2 Pozzolan

2.1.2.1 Fly Ash

Fly ash shall conform to ASTM C618, Class F, including the optional requirements for uniformity and effectiveness in controlling Alkali-Silica reaction and shall have a loss on ignition not exceeding 3 percent. Class F fly ash for use in mitigating Alkali-Silica Reactivity shall have a total equivalent alkali content less than 3 percent.

2.1.2.2 Ultra Fine Fly Ash and Ultra Fine Pozzolan

Ultra Fine Fly Ash (UFFA) and Ultra Fine Pozzolan (UFP) shall conform to ASTM C618, Class F or N, and the following additional requirements:

a. The strength activity index at 28 days of age shall be at least 95 percent of the control specimens.

b. The average particle size shall not exceed 6 microns.

2.1.3 Supplementary Cementitious Materials (SCM) Content

The Contractor may elect to use one of the SCMs listed below, unless the SCM is required to mitigate ASR. The use of SCMs is encouraged.

TABLE 2
SUPPLEMENTARY CEMENTITIOUS MATERIALS CONTENT

Supplementary Cementitious Material	Minimum Content (percent)	Maximum Content (percent)
Class N Pozzolan and Class F Fly Ash		
$SiO_2 + Al_2O_3 + Fe_2O_3 > 70$ percent	25	35
$SiO_2 + A_{12}O_3 + Fe_2O_3 > 80$ percent	20	35
$SiO_2 + A_{12}O_3 + Fe_2O_3 > 90$ percent	15	35
UFFA and UFP	7	16
GGBF Slag	40	50

2.2 AGGREGATES

2.2.1 Aggregate Sources

2.2.1.1 Durability

Aggregate shall have a satisfactory service record in freezing and thawing of at least 5 years successful service in three concrete paving projects. The service record shall include a condition survey of the existing concrete and a review of the concrete-making materials, including coarse and fine aggregates, cement, and mineral admixtures. This review should consider the previous aggregate source and test results, cement mill certificate data, mineral admixture chemical and physical composition, and the mix design (cement factor and water-cementitious material ratio). Aggregate not having a satisfactory demonstrable service record shall have a durability factor of 50 or more when subjected to freezing and thawing of specimens prepared in accordance with ASTM C1646/C1646M and tested in accordance with ASTM C666/C666M, Procedure A.

2.2.1.2 Alkali-Silica Reactivity

Fine and coarse aggregates to be used in all concrete shall be evaluated and tested for alkali-aggregate reactivity. Both coarse aggregate size groups shall be tested.

a. The fine and coarse aggregates shall be evaluated separately, using ASTM C1260. Test results of the individual aggregates shall have a measured expansion equal to or less than 0.08 percent after 28 days of immersion in a 1N NaOH solution. Should the test data indicate an expansion of greater than 0.08 percent, the aggregate(s) shall be rejected or additional testing shall be performed as follows: utilize the Contractor's proposed low alkali portland cement, blended cement, and/or SCM, and/or Lithium Nitrate in combination with each individual aggregate. If only SCMs are being evaluated, the testing shall be in

accordance with ASTM C1567. If Lithium Nitrate is being evaluated, with or without SCMs, the testing shall be in accordance with COE CRD-C 662. Determine the quantity that will meet all the requirements of these specifications and that will lower the expansion equal to or less than 0.08 percent after 28 days of immersion in a 1N NaOH solution. Mixture proportioning shall be based on the highest percentage of SCM required to mitigate ASR-reactivity

b. If any of the above options does not lower the expansion to less than 0.08 percent after 28 days of immersion in a 1N NaOH solution, reject the aggregate(s) and submit new aggregate sources for retesting. Submit the results of testing to the Contracting Officer for evaluation and acceptance.

2.2.1.3 Combined Aggregate Gradation

In addition to the grading requirements specified for coarse aggregate and for fine aggregate, the combined aggregate grading shall meet the following requirements:

a. The materials selected and the proportions used shall be such that when the Coarseness Factor (CF) and the Workability Factor (WF) are plotted on a diagram as described in d. below, the point thus determined shall fall within the parallelogram described therein.

b. The Coarseness Factor (CF) shall be determined from the following equation:

CF = (cumulative percent retained on the 3/8 in. sieve)(100)/(cumulative percent retained on the No. 8 sieve)

c. The Workability Factor WF is defined as the percent passing the No. 8 sieve based on the combined gradation. However, WF shall be adjusted, upwards only, by 2.5 percentage points for each 94 pounds of cementitious material per cubic yard greater than 564 pounds per cubic yard.

d. A diagram shall be plotted using a rectangular scale with WF on the Y-axis with units from 20 (bottom) to 45 (top), and with CF on the X-axis with units from 80 (left side) to 30 (right side). On this diagram a parallelogram shall be plotted with corners at the following coordinates (CF-75, WF-28), (CF-75, WF-40), (CF-45, WF-32.5), and (CF-45, WF-44.5). If the point determined by the intersection of the computed CF and WF does not fall within the above parallelogram, the grading of each size of aggregate used and the proportions selected shall be changed as necessary.)

2.2.2 Coarse Aggregate

2.2.2.1 Material Composition

Coarse aggregate shall consist of crushed or uncrushed gravel, crushed stone, or a combination thereof. Aggregates, as delivered to the mixers shall consist of clean, hard, uncoated particles meeting the requirements of ASTM C33/C33M except as specified herein. Coarse aggregate shall be washed. Washing shall be sufficient to remove dust and other coatings. Coarse aggregate shall not show more than 40 percent loss when subjected to the Los Angeles abrasion test in accordance with ASTM C131. The sodium sulfate soundness loss shall not exceed 12 percent, or the magnesium

sulfate soundness loss shall not exceed 18 percent after five cycles when tested in accordance with ASTM C88.

2.2.2.2 Particle Shape Characteristics

Particles of the coarse aggregate shall be generally spherical or cubical in shape. The quantity of flat and elongated particles in any size group coarser than the 3/8 inch sieve shall not exceed 20 percent by weight as determined by the Flat Particle Test and the Elongated Particle Test of ASTM D4791. A flat particle is defined as one having a ratio of width to thickness greater than 3; an elongated particle is one having a ratio of length to width greater than 3.

2.2.2.3 Size and Grading

The nominal maximum size of the coarse aggregate shall be 1.5 inch. Grade and furnish the individual aggregates in two size groups meeting the individual grading requirements of ASTM C33/C33M, Size No. 4 (1.5 to 0.75 inches) and Size No. 67 (0.75 inches to No. 4) to meet the coarseness and workability factor criteria for the contractor-proposed combined gradation. A third aggregate size group may be required to meet the above mentioned coarseness and workability criteria of paragraph COMBINED AGGREGATE GRADATION.

2.2.2.4 Deleterious Materials - Airfield Pavements

The amount of deleterious material in each size group of coarse aggregate shall not exceed the limits shown in Table 5 below, determined in accordance with the test methods shown.

TABLE 5	
LIMITS OF DELETERIOUS MATERIALS IN COARSE AGGREGATE FOR AIRFIELD PAVEMENTS	
Percentage by Mass	
Materials (h)	Severe Weather
Clay lumps and friable particles (ASTM C142/C142M)	0.2
Shale (a) (ASTM C295/C295M)	0.1
Material finer than No. 200 sieve (b) (ASTM C117)	0.5
Lightweight particles (c) (ASTM C123/C123M)	0.2
Clay ironstone (d) (ASTM C295/C295M)	0.1
Chert and cherty stone (less than 2.40 Sp. Gr.) (e) (ASTM C123/C123M and ASTM C295/C295M)	0.1
Claystone, mudstone, and siltstone (f) (ASTM C295/C295M)	0.1

TABLE 5	
LIMITS OF DELETERIOUS MATERIALS IN COARSE AGGREGATE FOR AIRFIELD PAVEMENTS	
Percentage by Mass	
Materials (h)	Severe Weather
Shaly and argillaceous limestone (g) (ASTM C295/C295M)	0.2
Other soft particles (COE CRD-C 130)	1.0
Total of all deleterious substances exclusive of material finer than No. 200 sieve	1.0
(a) Shale is defined as a fine-grained, thinly laminated or fissile sedimentary rock. It is commonly composed of clay or silt or both. It has been indurated by compaction or by cementation, but not so much as to have become slate.	
(b) Limit for material finer than No. 200 sieve will be increased to 1.5 percent for crushed aggregates if the fine material consists of crusher dust that is essentially free from clay or shale.	
(c) The separation medium shall have a density of Sp. Gr. of 2.0. This limit does not apply to coarse aggregate manufactured from blast-furnace slag unless contamination is evident.	
(d) Clay ironstone is defined as an impure variety of iron carbonate, iron oxide, hydrous iron oxide, or combinations thereof, commonly mixed with clay, silt, or sand. It commonly occurs as dull, earthy particles, homogeneous concretionary masses, or hard-shell particles with soft interiors. Other names commonly used for clay ironstone are "chocolate bars" and limonite concretions.	
(e) Chert is defined as a rock composed of quartz, chalcedony or opal, or any mixture of these forms of silica. It is variable in color. The texture is so fine that the individual mineral grains are too small to be distinguished by the unaided eye. Its hardness is such that it scratches glass but is not scratched by a knife blade. It may contain impurities such as clay, carbonates, iron oxides, and other minerals. Cherty stone is defined as any type of rock (generally limestone) that contains chert as lenses and nodules, or irregular masses partially or completely replacing the original stone.	
(f) Claystone, mudstone, or siltstone, is defined as a massive fine-grained sedimentary rock that consists predominantly of indurated clay or silt without laminations or fissility. It may be indurated either by compaction or by cementation.	
(g) Shaly limestone is defined as limestone in which shale occurs as one or more thin beds or laminae. These laminae may be regular or very irregular and may be spaced from a few inches down to minute fractions of an inch. Argillaceous limestone is defined as a limestone in which clay minerals occur disseminated in the stone in the amount of 10 to 50 percent by weight of the rock; when these make up from 50 to 90 percent, the rock is known as calcareous (or dolomitic) shale (or claystone, mudstone, or siltstone).	

TABLE 5	
LIMITS OF DELETERIOUS MATERIALS IN COARSE AGGREGATE FOR AIRFIELD PAVEMENTS	
Percentage by Mass	
Materials (h)	Severe Weather
(h) Perform testing in accordance with the referenced test methods, except that the minimum sample size shall be as specified below.	

2.2.2.5 Testing Sequence/Deleterious Materials in Coarse Aggregate - Airfields Only

The Contractor will not be entitled to any extension of time or additional payment due to any delays caused by the testing, evaluation, or personnel requirements. The size of the coarse aggregate sample shall be at least 200 pounds for the 3/4 inch and larger maximum size and 25 pounds for the No. 4 to 3/4 inch coarse aggregate and 10 pounds for the fine aggregate. Provide facilities for the ready procurement of representative test samples. The testing procedure on each sample of coarse aggregate for compliance with limits on deleterious materials shall be as follows:

Step 1: Wash each full sample of coarse aggregate for material finer than the No. 200 sieve. Discard material finer than the No. 200 sieve.

Step 2: Test remaining full sample for clay lumps and friable particles and remove.

Step 3: Test remaining full sample for lightweight particles (Sp. Gr. 2.0) and remove.

Step 4. Test remaining full sample for chert and/or cherty stone with SSD density of less than 2.40 specific gravity. Remove lightweight chert and/or cherty stone. Restore other materials less than 2.40 to the sample.

Step 5: Test remaining sample for clay-ironstone, shale, claystone, mudstone, siltstone, shaly and/or argillaceous limestone, and remove.

Step 6: Test approximately one-fifth of remaining full sample for other soft particles.

2.2.3 Fine Aggregate

2.2.3.1 Composition

Fine aggregate shall consist of natural sand, manufactured sand, or a combination of the two, and shall be composed of clean, hard, durable particles meeting the requirements of ASTM C33/C33M. Each type of fine aggregate shall be stockpiled and batched separately. Particles of the fine aggregate shall be generally spherical or cubical in shape.

2.2.3.2 Grading

Grading of the fine aggregate, as delivered to the mixer, shall conform to the requirements of ASTM C33/C33M and shall have a fineness modulus of not

less than 2.50 nor more than 3.40.

2.2.3.3 Deleterious Material

Sample size for fine aggregate proposed for use in airfield paving shall be 10 pounds. The amount of deleterious material in the fine aggregate shall not exceed the following limits by mass:

Material	Percentage by Mass
Clay lumps and friable particles ASTM C142/C142M	1.0
Material finer than No. 200 sieve ASTM C117	3.0
Lightweight particles ASTM C123/C123M using a medium with a density of Sp. Gr. of 2.0	0.5
Total of all above	3.0

2.3 CHEMICAL ADMIXTURES

2.3.1 General Requirements

Chemical admixtures may only be used when the specific admixture type and manufacturer is the same material used in the mixture proportioning studies. The air-entraining admixture shall conform to ASTM C260/C260M. An accelerator conforming to ASTM C494/C494M, Type C, may be used only when specified in paragraph: SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES below and shall not be used to reduce the amount of cementitious material used. Calcium chloride and admixtures containing calcium chloride shall not be used. Retarding or water-reducing admixture shall meet the requirements of ASTM C494/C494M, Type A, B, or D, except that the 6-month and 1-year compressive strength tests are waived. ASTM C494/C494M, Type F and G high range water reducing admixtures and ASTM C1017/C1017M flowable admixtures shall not be used.

2.3.2 Lithium Nitrate

The lithium admixture shall be a nominal 30 percent aqueous solution of Lithium Nitrate, with a density of 10 pounds/gallon, and shall have the approximate chemical form as shown below:

Constituent	Limit (Percent by Mass)
$LiNo_3$ (Lithium Nitrate)	30 +/- 0.5
SO_4^{-2} (Sulfate Ion)	0.1 (max)
Cl^- (Chloride Ion)	0.2 (max)
Na^+ (Sodium Ion)	0.1 (max)
K^+ (Potassium Ion)	0.1 (max)

Provide a trained representative to supervise the lithium nitrate admixture

dispensing and mixing operations.

2.4 MEMBRANE FORMING CURING COMPOUND

Membrane forming curing compound shall be a white pigmented compound conforming to COE CRD-C 300.

2.5 WATER

Water for mixing and curing shall be fresh, clean, potable, and free of injurious amounts of oil, acid, salt, or alkali, except that non-potable water, or water from concrete production operations, may be used if it meets the requirements of ASTM C1602/C1602M.

2.6 JOINT MATERIALS

2.6.1 Expansion Joint Material

Expansion joint filler shall be a preformed material conforming to ASTM D1752 Type I. Expansion joint filler shall be 3/4 inch thick, unless otherwise indicated, and shall be furnished in a single full depth piece.

2.6.2 Slip Joint Material

Slip joint material shall be 1/4 inch thick expansion joint filler, unless otherwise indicated, conforming to paragraph: Expansion Joint Material.

2.7 REINFORCING

All reinforcement shall be free from loose, flaky rust, loose scale, oil, grease, mud, or other coatings that might reduce the bond with concrete. Removal of thin powdery rust and tight rust is not required. However, reinforcing steel which is rusted to the extent that it does not conform to the required dimensions or mechanical properties shall not be used.

2.7.1 Reinforcing Bars and Bar Mats

Reinforcing bars shall conform to ASTM A615/A615M, billet-steel ASTM A996/A996M, rail and axle steel, Grade 60. Bar mats shall conform to ASTM A184/A184M. The bar members may be billet rail or axle steel.

2.7.2 Welded Wire Reinforcement

Welded Wire Reinforcement shall be deformed or smooth, conforming to ASTM A497/A497Mor ASTM A185/A185M, and shall be furnished in flat sheets.

2.8 DOWELS

2.8.1 Dowels

Dowels shall be single piece bars fabricated or cut to length at the shop or mill before delivery to the site. Dowels shall be free of loose, flaky rust and loose scale and shall be clean and straight. Dowels may be sheared to length provided that the deformation from true shape caused by shearing does not exceed 0.04 inch on the diameter of the dowel and does not extend more than 0.04 inch from the end of the dowel. Dowels shall be plain (non-deformed) steel bars conforming to ASTM A615/A615M, Grade 40 or 60; ASTM A996/A996M, Grade 50 or 60. Dowel bars shall be epoxy coated in conformance with ASTM A775/A775M. Grout retention rings shall be fully

circular metal or plastic devices capable of supporting the dowel until the epoxy hardens. Dowel sleeves or inserts are not permitted.

2.8.2 Dowel Bar Assemblies

Dowel bar assemblies shall consist of a framework of metal bars or wires arranged to provide rigid support for the dowels throughout the paving operation, with a minimum of four continuous bars or wires extending along the joint line. The dowels shall be welded to the assembly or held firmly by mechanical locking arrangements that will prevent them from rising, sliding out, or becoming distorted during paving operations.

2.9 EPOXY RESIN

All epoxy-resin materials shall be two-component materials conforming to the requirements of ASTM C881/C881M, Class as appropriate for each application temperature to be encountered, except that in addition, the materials shall meet the following requirements:

a. Material for use for embedding dowels and anchor bolts shall be Type IV, Grade 3.

b. Material for use as patching materials for complete filling of spalls and other voids and for use in preparing epoxy resin mortar shall be Type III, Grade as approved.

c. Material for use for injecting cracks shall be Type IV, Grade 1.

d. Material for bonding freshly mixed portland cement concrete or mortar or freshly mixed epoxy resin concrete or mortar to hardened concrete shall be Type V, Grade as approved.

2.10 EQUIPMENT

All plant, equipment, tools, and machines used in the work shall be maintained in satisfactory working conditions at all times. Submit the following:

a. Details and data on the batching and mixing plant prior to plant assembly including manufacturer's literature showing that the equipment meets all requirements specified herein.

b. Obtain National Ready Mixed Concrete Association (NRMCA) certification of the concrete plant. The concrete plant shall be inspected by an engineer approved by the NRMCA. A list of NRMCA approved engineers is available on the NRMCA website at http://www.nrmca.org. All fees and costs associated with this inspection shall be paid by the Contractor. Submit a copy of the NRMCA QC Manual Section 3 Concrete Plant Certification Checklist, NRMCA Certificate of Conformance, and Calibration documentation on all measuring and weighing devices prior to uniformity testing.

c. A description of the equipment proposed for transporting concrete mixture from the central mixing plant to the paving equipment.

d. A description of the equipment proposed for the machine and hand placing, consolidating and curing of the concrete mixture. Manufacturer's literature on the paver and finisher, together with the manufacturer's written instructions on adjustments and operating

procedures necessary to assure a tight, smooth surface on the concrete pavement. The literature shall show that the equipment meets all details of these specifications. Detailed information on automatic laser controlled systems shall be submitted if proposed for use.

2.10.1 Batching and Mixing Plant

a. Location: The batching and mixing plant shall be located ~~on project site as indicated on the Drawings~~off Government premises no more than 15 minutes haul time from the placing site.. Water and electrical power are available on the project site. There shall be operable telephonic or radio communication between the plant and the placing site at all times concreting is taking place.

b. Type and Capacity: The batching and mixing plant shall be a stationary-type central mix plant, including permanent installations or portable/relocatable plants installed on stable foundations. The plant shall be designed and operated to produce concrete within the specified tolerances, and shall have a capacity of at least 250 cubic yards per hour. The batching and mixing plant shall conform to the requirements of NRMCA QC 3 including provisions addressing:

1. Material Storage and Handling
2. Batching Equipment
3. Central Mixer
4. Ticketing System
5. Delivery System

c. Tolerances: The following tolerances shall apply.

Materials	Percentage of Required Mass
Cementitious Materials	plus or minus 1
Aggregate	plus or minus 2
Water	plus or minus 1
Admixture	plus or minus 3

For volumetric batching equipment for water and admixtures, the above numeric tolerances shall apply to the required volume of material being batched. Concentrated admixtures shall be uniformly diluted, if necessary, to provide sufficient volume per batch to ensure that the batchers will consistently operate within the above tolerance.

d. Moisture Control: The plant shall be capable of ready adjustment to compensate for the varying moisture contents of the aggregates and to change the quantities of the materials being batched. An electric moisture meter complying with the provisions of COE CRD-C 143 shall be provided for measuring of moisture in the fine aggregate. The sensing element shall be arranged so that measurement is made near the batcher charging gate of the fine aggregate bin or in the fine aggregate batcher.

2.10.2 Concrete Mixers

a. General: Mixers shall be stationary or truck mixers. Mixers shall be

capable of combining the materials into a uniform mixture and of discharging this mixture without segregation. The mixers shall not be charged in excess of the capacity recommended by the manufacturer. The mixers shall be operated at the drum or mixing blade speed designated by the manufacturer. The mixers shall be maintained in satisfactory operating condition, and the mixer drums shall be kept free of hardened concrete. Mixer blades or paddles shall be replaced when worn down more than 10 percent of their depth when compared with the manufacturer's dimension for new blades or paddles.

b. Stationary: Stationary mixers shall be drum or pan mixers. Mixers shall be provided with an acceptable device to lock the discharge mechanism until the required mixing time has elapsed.

c. Mixing Time and Uniformity for Stationary Mixers: For stationary mixers, before uniformity data are available, the mixing time for each batch after all solid materials are in the mixer, provided that all of the mixing water is introduced before one-fourth of the mixing time has elapsed, shall be 1 minute for mixers having a capacity of 1 cubic yard. For mixers of greater capacity, this minimum time shall be increased 20 seconds for each additional 1.33 cubic yard or fraction thereof. After results of uniformity tests are available, the mixing time may be reduced to the minimum time required to meet uniformity requirements; but if uniformity requirements are not being met, the mixing time shall be increased as directed. The mixing time for full batch production shall be a minimum of 75 seconds. Mixer performance tests at new mixing times shall be performed immediately after any change in mixing time. The Regular Test sequence shall be conducted for initial determination of the mixing time or as directed. When regular testing is performed, the concrete shall meet the limits of any five of the six uniformity requirements listed in Table 1 below.

d. The Abbreviated Test sequence shall be conducted for production concrete verification at the frequency specified in Table 6. When abbreviated testing is performed, the concrete shall meet only those requirements listed for abbreviated testing. The concrete proportions used for uniformity tests shall be as used on the project. Regular testing shall consist of performing all six tests on three batches of concrete. The range for regular testing shall be the average of the ranges of the three batches. Abbreviated testing shall consist of performing the three required tests on a single batch of concrete. The range for abbreviated testing shall be the range for one batch. If more than one mixer is used and all are identical in terms of make, type, capacity, condition, speed of rotation, etc., the results of tests on one of the mixers shall apply to the others, subject to the approval of the Contracting Officer. All mixer performance (uniformity) testing shall be performed in accordance with COE CRD-C 55 and with paragraph titled TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL in PART 3.

TABLE 1 UNIFORMITY REQUIREMENTS--STATIONARY MIXERS		
Parameter	Regular Tests Allowable Maximum Range for Average of 3 Batches	Abbreviated Tests Allowable Maximum Range for 1 Batch
Unit weight of air-free mortar	2.0 lbs/cubic ft	2.0 lbs/cubic ft

TABLE 1 UNIFORMITY REQUIREMENTS--STATIONARY MIXERS		
Parameter	Regular Tests Allowable Maximum Range for Average of 3 Batches	Abbreviated Tests Allowable Maximum Range for 1 Batch
Air content	1.0 percent	--
Slump	1.0 inch	1.0 inch
Coarse aggregate	6.0 percent	6.0 percent
Compressive strength at 7 days	10.0 percent	10.0 percent
Water content	1.5 percent	

e. Truck: Truck mixers shall not be used for mixing or transporting slipformed paving concrete. The only truck mixers used for mixing or transporting paving concrete shall be those designed with extra large blading and rear opening specifically for low-slump paving concrete. Truck mixers, the mixing of concrete therein, and concrete uniformity and testing thereof shall conform to the requirements of ASTM C94/C94M. The number of revolutions between 70 to 100 for truck-mixed concrete and the number of revolutions for shrink-mixed concrete shall be determined by uniformity tests as specified in ASTM C94/C94M and in requirements for mixer performance stated in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL in PART 3. If requirements for the uniformity of concrete are not met with 100 revolutions of mixing after all ingredients including water are in the truck mixer drum, the mixer shall not be used until the condition is corrected. Water shall not be added after the initial introduction of mixing water except, when on arrival at the job site, the slump is less than specified and the water-cement ratio is less than that given as a maximum in the approved mixture. Additional water may be added to bring the slump within the specified range provided the approved water-cement ratio is not exceeded. Water shall be injected into the head of the mixer (end opposite the discharge opening) drum under pressure, and the drum or blades shall be turned a minimum of 30 additional revolutions at mixing speed. Water shall not be added to the batch at any later time. Mixer performance (uniformity) tests for truck mixers shall be made in accordance with ASTM C94/C94M.

2.10.3 Transporting Equipment

Slipform concrete shall be transported to the paving site in nonagitating equipment conforming to ASTM C94/C94M or in approved agitators. Fixed form concrete shall be transported in approved truck mixers designed with extra large blading and rear opening specifically for low slump concrete. All transporting equipment shall be designed and operated to deliver and discharge the required concrete mixture completely without segregation.

2.10.4 Transfer and Spreading Equipment

Equipment for transferring concrete from the transporting equipment to the paving lane in front of the paver shall be specially manufactured, self-propelled transfer equipment which will accept the concrete outside

the paving lane and will transfer and spread it evenly across the paving lane in front of the paver and strike off the surface evenly to a depth which permits the paver to operate efficiently.

2.10.5 Paver-Finisher

The following items a through e apply to both fixed-form and slip-form paver-finishers. Item f is applicable to fixed-form paver-finishers and item g is applicable to slip-form paver-finishers.

a. General: The paver-finisher shall be a heavy-duty, self-propelled machine designed specifically for paving and finishing high quality pavement. The paver-finisher shall weigh at least 2200 lb/foot of lane width, and shall be powered by an engine having at least 6.0 horsepower/foot of lane width. The paver-finisher shall spread, consolidate, and shape the plastic concrete to the desired cross section in one pass. The mechanisms for forming the pavement shall be easily adjustable in width and thickness and for required crown. In addition to other spreaders required by paragraph above, the paver-finisher shall be equipped with a full width knock-down auger or paddle mechanism, capable of operating in both directions, which will evenly spread the fresh concrete in front of the screed or extrusion plate.

b. Vibrators: Immersion vibrators shall be gang mounted at the front of the paver on a frame equipped with suitable controls so that all vibrators can be operated at any desired depth within the slab or completely withdrawn from the concrete, as required. The vibrators shall be automatically controlled so that they will be immediately stopped as forward motion of the paver ceases. The paver-finisher shall be equipped with an electronic vibrator monitoring device displaying the operating frequency of each individual internal vibrator. The monitoring device shall have a readout display visible to the paver operator. It shall operate continuously while paving, and shall display all vibrator frequencies with manual or automatic sequencing among all individual vibrators. The spacing of the immersion vibrators across the paving lane shall be as necessary to properly consolidate the concrete, but the clear distance between vibrators shall not exceed 30 inches. The outside vibrators shall not be more than 12 inches from the lane edge. Spud vibrators shall operate at a frequency of not less than 8000 impulses/minute and an amplitude of not less than 0.03 inch, as determined by COE CRD-C 521.

c. Screed or Extrusion Plate: The paver-finisher shall be equipped with a transversely oscillating screed or an extrusion plate to shape, compact, and smooth the surface and shall so finish the surface that no significant amount of hand finishing, except use of cutting straightedges, is required. The screed or extrusion plate shall be constructed to provide adjustment for crown in the pavement. The entire machine shall provide adjustment for variation in lane width or thickness and to prevent more than 8 inches of the screed or extrusion plate extending over previously placed concrete on either end when paving fill-in lanes. Machines that cause displacement of properly installed forms or cause ruts or indentations in the prepared underlying materials and machines that cause frequent delays due to mechanical failures shall be replaced as directed.

d. Longitudinal Mechanical Float: A longitudinal mechanical float may be used. If used, the float shall be specially designed and manufactured

to smooth and finish the pavement surface without working excess paste to the surface. It shall be rigidly attached to the rear of the paver-finisher or to a separate self-propelled frame spanning the paving lane. The float plate shall be at least 5 feet long by 8 inches wide and shall automatically be oscillated in the longitudinal direction while slowly moving from edge to edge of the paving lane, with the float plate in contact with the surface at all times.

e. Other Types of Finishing Equipment: Clary screeds, other rotating tube floats, or bridge deck finishers are not allowed on mainline paving, but may be allowed on irregular or odd-shaped slabs, and near buildings or trench drains, subject to the Contracting Officer's approval. Bridge deck finishers shall have a minimum operating weight of 7500 pounds and shall have a transversely operating carriage containing a knock-down auger and a minimum of two immersion vibrators. Vibrating screeds or pans shall be used only for isolated slabs where hand finishing is permitted as specified, and only where specifically approved.

f. Fixed Forms: The paver-finisher shall be equipped with wheels designed to ride the forms, keep it aligned with the forms, and spread the load so as to prevent deformation of the forms. Paver-finishers traveling on guide rails located outside the paving lane shall be equipped with wheels when traveling on new or existing concrete to remain.

g. Slipform: The slipform paver-finisher shall be automatically controlled and crawler mounted with padded tracks so as to be completely stable under all operating conditions. The paver-finisher shall finish the surface and edges so that no edge slump beyond allowable tolerance occurs. Suitable moving side forms shall be provided that are adjustable and will produce smooth, even edges, perpendicular to the top surface and meeting specification requirements for alignment and freedom from edge slump.

2.10.6 Curing Equipment

Equipment for applying membrane-forming curing compound shall be mounted on a self-propelled frame that spans the paving lane. The reservoir for curing compound shall be constantly mechanically (not air) agitated during operation and shall contain means for completely draining the reservoir. The spraying system shall consist of a mechanically powered pump which will maintain constant pressure during operation, an operable pressure gauge, and either a series of spray nozzles evenly spaced across the lane to give uniformly overlapping coverage or a single spray nozzle which is mounted on a carriage which automatically traverses the lane width at a speed correlated with the forward movement of the overall frame. All spray nozzles shall be protected with wind screens. Calibrate the spraying system in accordance with ASTM D2995, Method A, for the rate of application required in paragraph: Membrane Curing. Any hand-operated sprayers allowed by that paragraph shall be compressed air supplied by a mechanical air compressor. If the curing equipment fails to apply an even coating of compound at the specified rate, it shall immediately be replaced.

2.10.7 Texturing Equipment

a. General: Texturing equipment shall be as specified below. Before use, the texturing equipment shall be demonstrated on a test section, and the equipment shall be modified as necessary to produce the texture directed.

b. Broom: Surface texture shall be applied using an approved mechanical stiff bristle broom drag of a type that will uniformly score the surface transverse to the pavement center line. The broom shall be capable of traversing the full width of the pavement in a single pass at a uniform speed and with a uniform pressure. The scores shall be uniform in appearance and approximately 1/16 inch in depth but not more than 1/8 inch in depth.

2.10.8 Sawing Equipment

Equipment for sawing joints and for other similar sawing of concrete shall be standard diamond-type concrete saws mounted on a wheeled chassis which can be easily guided to follow the required alignment. Blades shall be diamond tipped. If demonstrated to operate properly, abrasive blades may be used. Provide spares as required to maintain the required sawing rate. Wheel saws used in the removal of concrete shall be saws with large diameter tungsten carbide tipped blades mounted on a heavy-duty chassis which will produce a saw kerf at least 1-1/2 inch wide. All saws shall be capable of sawing to the full depth required. Early-entry saws may be used, subject to demonstration and approval of the Contracting Officer. No change to the initial sawcut depth shall be permitted.

2.10.9 Straightedge

Furnish and maintain at the job site, in good condition, one 12 foot straightedge for each paving train for testing the hardened portland cement concrete surfaces. These straightedges shall be constructed of aluminum or magnesium alloy and shall have blades of box or box-girder cross section with flat bottom, adequately reinforced to insure rigidity and accuracy. Straightedges shall have handles for operation on the pavement.

2.11 SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES

2.11.1 Specified Flexural Strength

Specified flexural strength, R, for concrete is 650 psi at 28 days, as determined by tests made in accordance with ASTM C78/C78M of beams fabricated and cured in accordance with ASTM C192/C192M. Maximum allowable water-cementitious material ratio is 0.45. The water-cementitious material ratio will be the equivalent water-cement ratio as determined by conversion from the weight ratio of water to cement plus SCM by the mass equivalency method described in ACI 211.1. The concrete shall be air-entrained with a total air content of 6 plus or minus 1.5 percentage points, at the point of placement. Air content shall be determined in accordance with ASTM C231/C231M. The maximum allowable slump of the concrete at the point of placement shall be 2 inches for pavement constructed with fixed forms. For slipformed pavement, at the start of the project, select a maximum allowable slump which will produce in-place pavement meeting the specified tolerances for control of edge slump. The selected slump shall be applicable to both pilot and fill-in lanes.

2.11.2 Concrete Temperature

The temperature of the concrete as delivered shall conform to the requirements of paragraphs, Paving in Hot Weather and Paving in Cold

Weather, in PART 3. Temperature of concrete shall be determined in accordance with ASTM C1064/C1064M.

2.11.3 Concrete Strength for Final Acceptance

, The strength of the concrete will be considered acceptable when the equivalent 28-day flexural strengths for each lot are above the'Specified Flexural Strength' as determined by correlation with 14-day flexural strength tests specified in paragraph: "Mixture Proportioning for Flexural Strength" below, and no individual set (2 specimens per sublot) in the lot are 25 psi or more below the equivalent 'Specified Flexural Strength'. If any lot or sublot, respectively, fails to meet the above criteria, the lot or sublot shall be removed and replaced at no additional cost to the Government. This is in addition to and does not replace the average strength required for day-to-day CQC operations as specified in paragraph: Average CQC Flexural Strength Required for Mixtures, below.

2.12 MIXTURE PROPORTIONS

2.12.1 Composition

Concrete shall be composed of cementitious material, water, fine and coarse aggregates, and admixtures. Supplementary Cementitious Materials (SCM) choice and usage shall be in accordance with paragraph: Supplementary Cementitious Materials (SCM) Content. The total cementitious material content shall be at least 517 lb./cu. yd.. Admixtures shall consist of air entraining admixture and may also include, as approved, water-reducing admixture.

2.12.2 Proportioning Studies

Trial design batches, mixture proportioning studies, and testing requirements are the responsibility of the Contractor. Submit the results of the mixture proportioning studies signed and stamped by the registered professional engineer having technical responsibility for the mix design study, and submitted at least 30 days prior to commencing concrete placing operations. The results shall include a statement giving the maximum nominal coarse aggregate size and the weights and volumes of each ingredient proportioned on a one cubic yard basis. Aggregate quantities shall be based on the mass in a saturated surface dry condition. The recommended mixture proportions shall be accompanied by test results demonstrating that the proportions selected will produce concrete of the qualities indicated. Trial mixtures having proportions, slumps, and air content suitable for the work shall be based on methodology described in ACI 211.1, modified as necessary to accommodate flexural strength. Submit test results including:

a. Coarse and fine aggregate gradations and plots.
b. Combined aggregate gradation and coarseness/workability plots.
c. Coarse aggregate quality test results, include deleterious materials.
d. Fine aggregate quality test results.
e. Mill certificates for cement and supplemental cementitious materials.
f. Certified test results for air entraining, water reducing, retarding, non-chloride accelerating, and Lithium Nitrate admixtures.
g. Specified flexural strength, slump, and air content.
h. Documentation of required average CQC flexural strength, Ra.
i. Recommended proportions/volumes for proposed mixture and each of three trial water-cementitious materials ratios.
j. Individual beam breaks.

k. Flexural strength summaries and plots.
l. Correlation ratios for acceptance testing and CQC testing.
m. Historical record of test results, documenting production standard deviation (if available).

2.12.2.1 Water-Cement Ratio

At least three different water-cement ratios, which will produce a range of strength encompassing that required on the project, shall be used. The maximum allowable water-cement ratio required in paragraph: Specified Flexural Strength, above will be the equivalent water-cement ratio. Laboratory trial mixtures shall be proportioned for maximum permitted slump and air content.

2.12.2.2 Trial Mixture Studies

Separate sets of trial mixture studies shall be made for each combination of cementitious materials and each combination of admixtures proposed for use. No combination of either shall be used until proven by such studies, except that, if approved in writing and otherwise permitted by these specifications, an accelerator or a retarder may be used without separate trial mixture study. Separate trial mixture studies shall also be made for concrete for each placing method (slip form, fixed form, or hand placement) proposed. The temperature of concrete in each trial batch shall be reported. Each mixture shall be designed to promote easy and suitable concrete placement, consolidation and finishing, and to prevent segregation and excessive bleeding.

2.12.2.3 Mixture Proportioning for Flexural Strength

The following step by step procedure shall be followed:

a. Fabricate all beams for each mixture from the same batch or blend of batches. Fabricate and cure all beams in accordance with ASTM C192/C192M, using 6 x 6 inch steel beam forms.

b. Cure test beams from each mixture for 3, 7, 14, and 28 -day flexural tests; 6 beams to be tested per age.

c. Test beams in accordance with ASTM C78/C78M.

d. Using the average strength for each w/c at each age, plot all results from each of the three mixtures on separate graphs for w/c versus:

    3-day flexural strength
    7-day flexural strength
    14-day flexural strength
    28-day flexural strength

e. From these graphs select a w/c that will produce a mixture giving a 28 -day flexural strength equal to the required strength determined in accordance with the next paragraph.

f. Using the above selected w/c, select from the graphs the expected 3, 7 and 14-day flexural strengths.

g. From the above expected strengths for the selected mixture, determine the Ratio of the 7-day flexural strength of the selected mixture to the 28 -day flexural strength of the mixture (for CQC control).

h. From the above expected strengths for the selected mixture, determine the Ratio of the 14-day flexural strength of the selected mixture to the 28 -day flexural strength of the mixture (for acceptance).

i. If there is a change in materials, additional mixture design studies shall be made using the new materials and new Correlation Ratios shall be determined.

j. No concrete pavement shall be placed until the Contracting Officer has approved the Contractor's mixture proportions. The approved water-cementitious materials ratio shall not exceed the maximum value specified in paragraph: Specified Flexural Strength, above and shall not be increased without the Contracting Officer's written approval.

2.12.3 Average CQC Flexural Strength Required for Mixtures

In order to ensure meeting the strength requirements specified in paragraph: SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES above, during production, the mixture proportions selected during mixture proportioning studies and used during construction shall produce a required average CQC flexural strength exceeding the specified strength, R, by the amount indicated below. This required average CQC flexural strength, Ra, will be used only for CQC operations as specified in paragraph: TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL in PART 3 and as specified in the previous paragraph. During production, the required Ra shall be adjusted , as appropriate and as approved, based on the standard deviation of equivalent 28 -day strengths being attained during paving.

a. From Previous Test Records: Where a concrete production facility has previous test records current to within 18 months, a standard deviation shall be established in accordance with the applicable provisions of ACI 214R. Test records from which a standard deviation is calculated shall represent materials, quality control procedures, and conditions similar to those expected, shall represent concrete produced to meet a specified flexural strength or strengths within 150 psi of the 28 -day flexural strength specified for the proposed work, and shall consist of at least 30 consecutive tests. Perform verification testing, as directed by the Contracting Officer, to document the current strength. A strength test shall be the average of the strengths of two specimens made from the same sample of concrete and tested at 28 days. Required average CQC flexural strength, Ra, used as the basis for selection of concrete proportions shall be the value from the equation that follows, using the standard deviation as determined above:

$$Ra = R + 1.34S$$

Where: S = standard deviation
R = specified flexural strength
Ra = required average flexural strength

Where a concrete production facility does not have test records meeting the requirements above but does have a record based on 15 to 29 consecutive tests, a standard deviation shall be established as the product of the calculated standard deviation and a modification factor from the following table:

NUMBER OF TESTS	MODIFICATION FACTOR FOR STANDARD DEVIATION
15	1.16
20	1.08
25	1.03
30 or more	1.00

b. Without Previous Test Records: When a concrete production facility does not have sufficient field strength test records for calculation of the standard deviation, the required average strength, Ra, shall be determined by adding 15 percent to the specified flexural strength, R.

PART 3 EXECUTION

3.1 PREPARATION FOR PAVING

Before commencing paving, perform the following. If used, forms shall be in place, cleaned, coated, and adequately supported. Any reinforcing steel needed shall be at the paving site. All transporting and transfer equipment shall be ready for use, clean, and free of hardened concrete and foreign material. Equipment for spreading, consolidating, screeding, finishing, and texturing concrete shall be at the paving site, clean and in proper working order. All equipment and material for curing and for protecting concrete from weather or mechanical damage shall be at the paving site, in proper working condition, and in sufficient amount for the entire placement.

3.1.1 Weather Precaution

When windy conditions during paving appear probable, equipment and material shall be at the paving site to provide windbreaks, shading, fogging, or other action to prevent plastic shrinkage cracking or other damaging drying of the concrete.

3.1.2 Proposed Techniques

Submit placing and protection methods; paving sequence; jointing pattern; data on curing equipment and profilographs; demolition of existing pavements, as specified; pavement diamond grinding equipment and procedures. Submit for approval the following items:

a. A description of the placing and protection methods proposed when concrete is to be placed in or exposed to hot, cold, or rainy weather conditions.

b. A detailed paving sequence plan and proposed paving pattern showing all planned construction joints; transverse and longitudinal dowel bar spacing; and identifying pilot lanes and hand placement areas. No deviation from the jointing pattern shown on the drawings shall be made without written approval of the Contracting Officer.

c. Plan and equipment proposed to control alignment of sawn joints within the specified tolerances.

d. Data on the curing equipment, media and methods to be used.

e. Data on profilograph and methods to measure pavement smoothness.

f. Pavement demolition work plan, presenting the proposed methods and equipment to remove existing pavement and protect pavement to remain in place.

3.2 CONDITIONING OF UNDERLYING MATERIAL

3.2.1 General Procedures

Underlying material, upon which concrete is to be placed shall be clean, damp, and free from debris, waste concrete or cement, frost, ice, and standing or running water. Prior to setting forms or placement of concrete, the underlying material shall be well drained and shall have been satisfactorily graded by string-line controlled, automated, trimmer/fine grader and uniformly compacted in accordance with the applicable Section of these specifications. The surface of the underlying material shall be tested as to crown, elevation, and density in advance of setting forms or of concrete placement using slip-form techniques. High areas shall be trimmed to proper elevation. Low areas shall be filled and compacted to a condition similar to that of surrounding grade, or filled with concrete monolithically with the pavement. Low areas filled with concrete shall not be cored for thickness to avoid biasing the average thickness used for evaluation and payment adjustment. Any underlying material disturbed by construction operations shall be reworked and recompacted to specified density immediately in front of the paver. If a slipform paver is used, the same underlying material under the paving lane shall be continued beyond the edge of the lane a sufficient distance and shall be thoroughly compacted and true to grade to provide a suitable trackline for the slipform paver and firm support for the edge of the paving lane.

3.2.2 Traffic on Underlying Material

After the underlying material has been prepared for concrete placement, no equipment shall be permitted thereon. Subject to specific approval, crossing of the prepared underlying material at specified intervals for construction purposes may be permitted, provided rutting or indentations do not occur. The surface shall be reworked and reprepared to the satisfaction of the Contracting Officer before concrete is placed. Equipment shall be allowed to operate on the underlying material only if approved by the Contracting Officer and only if no damage is done to the underlying material and its degree of compaction. Any disturbance to the underlying material that does occur shall be corrected, as approved, before the paver-finisher or the deposited concrete reaches the location of the disturbance and the equipment shall be replaced or procedures changed to prevent any future damage.

3.3 WEATHER LIMITATIONS

3.3.1 Placement and Protection During Inclement Weather

Do not commence placing operations when heavy rain or other damaging weather conditions appear imminent. At all times when placing concrete, maintain on-site sufficient waterproof cover and means to rapidly place it over all unhardened concrete or concrete that might be damaged by rain. Suspend placement of concrete whenever rain, high winds, or other damaging weather commences to damage the surface or texture of the placed unhardened concrete, washes cement out of the concrete, or changes the water content of the surface concrete. All unhardened concrete shall be immediately

covered and protected from the rain or other damaging weather. Any slab damaged by rain or other weather shall be completely removed full depth, by full slab width, to the nearest original joint, and replaced at the Contractor's expense as specified in paragraph: REPAIR, REMOVAL AND REPLACEMENT OF NEWLY CONSTRUCTED SLABS below.

3.3.2 Paving in Hot Weather

When the ambient temperature during paving is expected to exceed 90 degrees F, the concrete shall be properly placed and finished in accordance with procedures previously submitted, approved, and as specified herein. The concrete temperature at time of delivery to the forms shall not exceed the temperature shown in the table below when measured in accordance with ASTM C1064/C1064M. Cooling of the mixing water or aggregates or placing in the cooler part of the day may be required to obtain an adequate placing temperature. Steel forms and reinforcing shall be cooled as needed to maintain steel temperatures below 120 degrees F. Transporting and placing equipment shall be cooled or protected if necessary to maintain proper concrete placing temperature. The finished surfaces of the newly laid pavement shall be kept damp by applying a fog spray (mist) with approved spraying equipment until the pavement is covered by the curing medium.

Maximum Allowable Concrete Placing Temperature	
Relative Humidity, Percent, During Time of Concrete	Maximum Allowable Concrete Temperature in Degrees F
Greater than 60	95
40-60	85
Less than 40	80

3.3.3 Prevention of Plastic Shrinkage Cracking

During weather with low humidity, and particularly with high temperature and appreciable wind, develop and institute measures to prevent plastic shrinkage cracks from developing. If plastic shrinkage cracking occurs, halt further placement of concrete until protective measures are in place to prevent further cracking. Periods of high potential for plastic shrinkage cracking can be anticipated by use of Fig. 4.2 of ACI 305R. In addition to the protective measures specified in the previous paragraph, the concrete placement shall be further protected by erecting shades and windbreaks and by applying fog sprays of water, the addition of monomolecular films, or wet covering. Apply monomolecular films after finishing is complete, do not use in the finishing process. When such water treatment is stopped, curing procedures shall be immediately commenced. Plastic shrinkage cracks that occur shall be repaired in accordance with paragraph: REPAIR, REMOVAL, REPLACEMENT OF NEWLY CONSTRUCTED SLABS. Plastic shrinkage cracks shall never be troweled over or filled with slurry.

3.3.4 Paving in Cold Weather

Cold weather paving shall conform to ACI 306R. Special protection measures, as specified herein, shall be used if freezing temperatures are anticipated before the expiration of the specified curing period. Placement of concrete shall not begin unless the ambient temperature is at

least 35 degrees F and rising. Thereafter, placement of concrete shall be halted whenever the ambient temperature drops below 40 degrees F. When the ambient temperature is less than 50 degrees F, the temperature of the concrete when placed shall be not less than 50 degrees F nor more than 75 degrees F. Heating of the mixing water or aggregates will be required to regulate the concrete placing temperature. Materials entering the mixer shall be free from ice, snow, or frozen lumps. Salt, chemicals or other materials shall not be incorporated in the concrete to prevent freezing. If allowed under paragraph: MIXTURE PROPORTIONS in PART 2, an accelerating admixture may be used when the ambient temperature is below 50 degrees F. Covering and other means shall be provided for maintaining the concrete at a temperature of at least 50 degrees F for not less than 72 hours after placing, and at a temperature above freezing for the remainder of the curing period. Remove pavement slabs damaged by freezing or falling below freezing temperature to full depth, by full slab width, to the nearest original joint, and replace at the Contractor's expense as specified in paragraph REPAIR, REMOVAL, REPLACEMENT OF NEWLY CONSTRUCTED SLABS.

3.4 CONCRETE PRODUCTION

Batching, mixing, and transporting equipment shall have a capacity sufficient to maintain a continuous, uniform forward movement of the paver of not less than 2.5 feet per minute. Concrete transported in non-agitating equipment shall be deposited in front of the paver within 45 minutes from the time cement has been charged into the mixing drum, except that if the ambient temperature is above 90 degrees F, the time shall be reduced to 30 minutes. Concrete transported in truck mixers shall be deposited in front of the paver within 90 minutes from the time cement has been charged into the mixer drum of the plant or truck mixer. If the ambient temperature is above 90 degrees F, the time shall be reduced to 60 minutes. Every load of concrete delivered to the paving site shall be accompanied by a batch ticket from the operator of the batching plant. Tickets shall be on approved forms and shall show at least the mass, or volume, of all ingredients in each batch delivered, the water meter and revolution meter reading on truck mixers and the time of day. Tickets shall be delivered to the placing foreman who shall keep them on file and deliver them to the Government weekly, or as directed by the Contracting Officer.

3.4.1 Batching and Mixing Concrete

Scale pivots and bearings shall be kept clean and free of rust. Any equipment which fails to perform as specified shall immediately be removed from use until properly repaired and adjusted, or replaced.

3.4.2 Transporting and Transfer - Spreading Operations

Non-agitating equipment shall be used only on smooth roads and for haul time less than 15 minutes. Concrete shall be deposited as close as possible to its final position in the paving lane. All equipment shall be operated to discharge and transfer concrete without segregation. In no case shall dumping of concrete in discrete piles be permitted. No transfer or spreading operation which requires the use of front-end loaders, dozers, or similar equipment to distribute the concrete will be permitted.

3.5 PAVING

3.5.1 General Requirements

Pavement shall be constructed with paving and finishing equipment utilizing rigid fixed forms or by use of slipform paving equipment. Paving and finishing equipment and procedures shall be capable of constructing paving lanes of the required width at a rate of at least 2.5 feet of paving lane per minute on a routine basis. Paving equipment and its operation shall be controlled, and coordinated with all other operations, such that the paver-finisher has a continuous forward movement, at a reasonably uniform speed, from beginning to end of each paving lane, except for inadvertent equipment breakdown. Backing the paver and refinishing a lane is not permitted. Remove and replace concrete refinished in this manner. Failure to achieve a continuous forward motion requires halting operations, regrouping, and modifying operations to achieve this requirement. Workmen with foreign material on their footwear or construction equipment that might deposit foreign material shall not be permitted to walk or operate in the plastic concrete. Where an open-graded granular base is required under the concrete, select paving equipment and procedures which will operate properly on the base course without causing displacement or other damage.

3.5.2 Consolidation

Concrete shall be consolidated with the specified type of lane-spanning, gang-mounted, mechanical, immersion type vibrating equipment mounted in front of the paver, supplemented, in rare instances as specified, by hand-operated vibrators. The vibrators shall be inserted into the concrete to a depth that will provide the best full-depth consolidation but not closer to the underlying material than 2 inches. Excessive vibration shall not be permitted. If the vibrators cause visible tracking in the paving lane, the paving operation shall be stopped and equipment and operations modified to prevent it. Concrete in small, odd-shaped slabs or in isolated locations inaccessible to the gang-mounted vibration equipment shall be vibrated with an approved hand-operated immersion vibrator operated from a bridge spanning the area. Vibrators shall not be used to transport or spread the concrete. Hand-operated vibrators shall not be operated in the concrete at one location for more than 20 seconds. Insertion locations for hand-operated vibrators shall be between 6 to 15 inches on centers. For each paving train, at least one additional vibrator spud, or sufficient parts for rapid replacement and repair of vibrators shall be maintained at the paving site at all times. Any evidence of inadequate consolidation (honeycomb along the edges, large air pockets, or any other evidence) shall require the immediate stopping of the paving operation and approved adjustment of the equipment or procedures.

3.5.3 Operation

When the paver approaches a header at the end of a paving lane, a sufficient amount of concrete shall be maintained ahead of the paver to provide a roll of concrete which will spill over the header. The amount of extra concrete shall be sufficient to prevent any slurry that is formed and carried along ahead of the paver from being deposited adjacent to the header. The spud vibrators in front of the paver shall be brought as close to the header as possible before they are lifted. Additional consolidation shall be provided adjacent to the headers by hand-manipulated vibrators. When the paver is operated between or adjacent to previously constructed pavement (fill-in lanes), provisions shall be made to prevent damage to the previously constructed pavement. Screeds or extrusion plates shall be

electronically controlled from the previously placed pavement so as to prevent them from applying pressure to the existing pavement and to prevent abrasion of the pavement surface. The overlapping area of existing pavement surface shall at all times be kept completely free of any loose or bonded foreign material as the paver-finisher operates across it. When the paver travels on existing pavement, approved provisions shall be made to prevent damage to the existing pavement. Pavers using transversely oscillating screeds shall not be used to form fill-in lanes that have widths less than a full width for which the paver was designed or adjusted.

3.5.4 Required Results

The paver-finisher, and its gang-mounted vibrators, together with its operating procedures shall be adjusted and operated and coordinated with the concrete mixture being used to produce a thoroughly consolidated slab throughout, true to line and grade within specified tolerances. The paver-finishing operation shall produce a surface finish free of irregularities, tears, voids of any kind, and any other discontinuities. The paver-finisher shall make only one pass across the pavement; multiple passes will not be permitted. The equipment and its operation shall produce a finished surface requiring no hand finishing other than the use of cutting straightedges, except in very infrequent instances. If any equipment or operation fails to produce the above results, the paving shall be stopped, the equipment shall be replaced or properly adjusted, the operation shall be appropriately modified, or the mixture proportions modified, in order to produce the required results before recommencing paving. No water, other than fog sprays (mist) as specified in paragraph: Prevention of Plastic Shrinkage Cracking above, shall be applied to the concrete or the concrete surface during paving and finishing.

3.5.5 Fixed Form Paving

Paving equipment for fixed-form paving and the operation thereof shall conform to the requirements of paragraph EQUIPMENT, and all requirements specified herein.

3.5.5.1 Forms for Fixed-Form Paving

a. Straight forms shall be made of steel and shall be furnished in sections not less than 10 feet in length. Flexible or curved forms of proper radius shall be used for curves of 100-foot radius or less. Wood forms for curves and fillets shall be made of well-seasoned, surfaced plank or plywood, straight, and free from warp or bend. Wood forms shall be adequate in strength and rigidly braced. Forms shall have a depth equal to the pavement thickness at the edge. Where the project requires several different slab thicknesses, forms may be built up by bolting or welding a tubular metal section or by bolting wood planks to the bottom of the form to completely cover the underside of the base of the form and provide an increase in depth of not more than 25 percent. The base width of the one-piece or built-up form shall be not less than eight-tenths of the vertical height of the form, except than forms 8 inches or less in vertical height shall have a base width not less than the vertical height of the form. Maximum vertical deviation of top of any side form, including joints, shall not vary from a true plane more than 1/8 inch in 10 feet, and the upstanding leg shall not vary more than 1/4 inch.

b. Form sections shall be tightly locked and shall be free from play or movement in any direction. Forms shall be provided with adequate

devices for secure settings so that when in place they will withstand, without visible spring or settlement, the impact and vibration of the consolidating and finishing equipment.

c. Set forms for full bearing on foundation for entire length and width and in alignment with edge of finished pavement. Support forms during entire operation of placing, compaction, and finishing so that forms will not deviate vertically more than 0.01 foot from required grade and elevations indicated. Conformity to the alignment and grade elevations shown on the drawings shall be checked and necessary corrections shall be made immediately prior to placing the concrete. The forms shall be cleaned and oiled each time before concrete is placed. No concrete shall be placed until setting of forms has been checked and approved by the CQC team.

d. Do not anchor guide rails for fixed form pavers into new concrete or existing concrete to remain.

3.5.5.2 Form Removal

Keep forms in place at least 12 hours after the concrete has been placed. When conditions are such that the early strength gain of the concrete is delayed, leave the forms in place for a longer time, as directed. Remove forms by procedures that do not injure the concrete. Bars or heavy metal tools shall not be used directly against the concrete in removing the forms. Any concrete found to be defective after form removal shall be repaired promptly, using procedures specified or as directed.

3.5.6 Slipform Paving

3.5.6.1 General

Paving equipment for slipform paving and the operation thereof shall conform to the requirement of paragraph EQUIPMENT, and all requirements specified herein. The slipform paver shall shape the concrete to the specified and indicated cross section, meeting all tolerances, in one pass. The slipform paver shall finish the surface and edges so that only a very minimum isolated amount of hand finishing is required. If the paving operation does not meet the above requirements and the specified tolerances, immediately stop the operation, and regroup and replace or modify any equipment as necessary, modify paving procedures or modify the concrete mix, in order to resolve the problem. The slipform paver shall be automatically electronically controlled from a taut wire guideline for horizontal alignment and on both sides from a taut wire guideline for vertical alignment, except that electronic control from a ski operating on a previously constructed adjoining lane shall be used where applicable for either or both sides. Automatic, electronic controls for vertical alignment shall always be used on both sides of the lane. Control from a slope-adjustment control or control operating from the underlying material shall never be used. Side forms on slipform pavers shall be properly adjusted so that the finished edge of the paving lane meets all specified tolerances. Dowels in longitudinal construction joints shall be installed as specified below. The installation of these dowels by dowel inserters attached to the paver or by any other means of inserting the dowels into the plastic concrete shall not be permitted.

3.5.6.2 Guideline for Slipform Paving

Accurately and securely install guidelines well in advance of concrete

placement. Provide supports at necessary intervals to eliminate all sag in the guideline when properly tightened. The guideline shall be high strength wire set with sufficient tension to remove all sag between supports. Supports shall be securely staked to the underlying material or other provisions made to ensure that the supports will not be displaced when the guideline is tightened or when the guideline or supports are accidentally touched by workmen or equipment during construction. The appliances for attaching the guideline to the supports shall be capable of easy adjustment in both the horizontal and vertical directions. When it is necessary to leave gaps in the guideline to permit equipment to use or cross underlying material, provisions shall be made for quickly and accurately replacing the guideline without any delay to the forward progress of the paver. Supports on either side of the gap shall be secured in such a manner as to avoid disturbing the remainder of the guideline when the portion across the gap is positioned and tightened. The guideline across the gap and adjacent to the gap for a distance of 200 feet shall be checked for horizontal and vertical alignment after the guideline across the gap is tightened. Vertical and horizontal positioning of the guideline shall be such that the finished pavement shall conform to the alignment and grade elevations shown on the drawings within the specified tolerances for grade and smoothness. The specified tolerances are intended to cover only the normal deviations in the finished pavement that may occur under good supervision and do not apply to setting of the guideline. The guideline shall be set true to line and grade.

3.5.6.3 Laser Controls

If the Contractor proposes to use any type of automatic laser controls, submit a detailed description of the system and perform a trial field demonstration in the presence of the Contracting Officer at least one week prior to start of paving. Approval of the control system will be based on the results of the demonstration and on continuing satisfactory operation during paving.

3.5.7 Placing Reinforcing Steel

The type and amount of steel reinforcement shall be as shown on the drawings.

3.5.7.1 Pavement Thickness Greater Than 12 Inches

For pavement thickness of 12 inches or more, the reinforcement steel shall be installed by the strike-off method wherein a layer of concrete is deposited on the underlying material, consolidated, and struck to the indicated elevation of the steel reinforcement. The reinforcement shall be laid upon the prestruck surface, and the remaining concrete shall then be placed and finished in the required manner. When placement of the second lift causes the steel to be displaced horizontally from its original position, provisions shall be made for increasing the thickness of the first lift and depressing the reinforcement into the unhardened concrete to the required elevation. The increase in thickness shall be only as necessary to permit correct horizontal alignment to be maintained. Any portions of the bottom layer of concrete that have been placed more than 30 minutes without being covered with the top layer shall be removed and replaced with newly mixed concrete without additional cost to the Government.

3.5.7.2 Pavement Thickness Less Than 12 Inches

For pavements less than 12 inches thick, the reinforcement shall be positioned on suitable chairs or continuous mesh support devices securely fastened to the subgrade prior to concrete placement. Concrete shall be vibrated after the steel has been placed. Regardless of placement procedure, the reinforcing steel shall be free from coatings which could impair bond between the steel and concrete, and laps in the reinforcement shall be as indicated. Regardless of the equipment or procedures used for installing reinforcement, ensure that the entire depth of concrete is adequately consolidated.

3.5.8 Placing Dowels

The method used in installing and holding dowels in position shall ensure that the error in alignment of any dowel from its required horizontal and vertical alignment after the pavement has been completed will not be greater than 1/8 in. per ft. Except as otherwise specified below, horizontal spacing of dowels shall be within a tolerance of plus or minus 5/8 inch. The vertical location on the face of the slab shall be within a tolerance of plus or minus 1/2 inch. The vertical alignment of the dowels shall be measured parallel to the designated top surface of the pavement, except for those across the crown or other grade change joints. Dowels across crowns and other joints at grade changes shall be measured to a level surface. Horizontal alignment shall be checked perpendicular to the joint edge. The horizontal alignment shall be checked with a framing square. Dowels shall not be placed closer than 0.6 times the dowel bar length to the planned joint line. If the last regularly spaced longitudinal dowel is closer than that dimension, it shall be moved away from the joint to a location 0.6 times the dowel bar length, but not closer than 6 inches to its nearest neighbor. Dowel (tie bar) interference at a transverse joint-longitudinal joint intersection shall be resolved by deleting the closest transverse dowel. Dowels shall be installed as specified in the following subparagraphs.

3.5.8.1 Contraction Joints

Dowels in longitudinal and transverse contraction joints within the paving lane shall be held securely in place, as indicated, by means of rigid metal frames or basket assemblies of an approved type. The basket assemblies shall be held securely in the proper location by means of suitable pins or anchors. Do not cut or crimp the dowel basket tie wires. At the Contractor's option, in lieu of the above, dowels in contraction joints shall be installed near the front of the paver by insertion into the plastic concrete using approved equipment and procedures. Approval will be based on the results of a preconstruction demonstration, showing that the dowels are installed within specified tolerances.

3.5.8.2 Construction Joints-Fixed Form Paving

Install dowels by the bonded-in-place method or the drill-and-dowel method. Installation by removing and replacing in preformed holes will not be permitted. Dowels shall be prepared and placed across joints where indicated, correctly aligned, and securely held in the proper horizontal and vertical position during placing and finishing operations, by means of devices fastened to the forms. The spacing of dowels in construction joints shall be as indicated, except that, where the planned spacing cannot be maintained because of form length or interference with form braces, closer spacing with additional dowels shall be used.

3.5.8.3 Dowels Installed in Hardened Concrete

Install dowels in hardened concrete by bonding the dowels into holes drilled into the hardened concrete. The concrete shall have cured for 7 days or reached a minimum flexural strength of 450 psi before drilling commences. Holes 1/8 inch greater in diameter than the dowels shall be drilled into the hardened concrete using rotary-core drills. Rotary-percussion drills may be used, provided that excessive spalling does not occur to the concrete joint face. Continuing damage shall require modification of the equipment and operation. Depth of dowel hole shall be within a tolerance of plus/minus 1/2 inch of the dimension shown on the drawings. Upon completion of the drilling operation, the dowel hole shall be blown out with oil-free, compressed air. Dowels shall be bonded in the drilled holes using epoxy resin. Epoxy resin shall be injected at the back of the hole before installing the dowel and extruded to the collar during insertion of the dowel so as to completely fill the void around the dowel. Application by buttering the dowel will not be permitted. The dowels shall be held in alignment at the collar of the hole, after insertion and before the grout hardens, by means of a suitable metal or plastic grout retention ring fitted around the dowel. Dowels required to be installed in any joints between new and existing concrete shall be grouted in holes drilled in the existing concrete, all as specified above.

3.5.8.4 Lubricating Dowel Bars

The portion of each dowel intended to move within the concrete or expansion cap shall be wiped clean and coated with a thin, even film of lubricating oil or light grease before the concrete is placed.

3.6 FINISHING

Finishing operations shall be a continuing part of placing operations starting immediately behind the strike-off of the paver. Initial finishing shall be provided by the transverse screed or extrusion plate. The sequence of operations shall be transverse finishing, longitudinal machine floating if used, straightedge finishing, texturing, and then edging of joints. Finishing shall be by the machine method. The hand method shall be used only on isolated areas of odd slab widths or shapes and in the event of a breakdown of the mechanical finishing equipment. Supplemental hand finishing for machine finished pavement shall be kept to an absolute minimum. Any machine finishing operation which requires appreciable hand finishing, other than a moderate amount of straightedge finishing, shall be immediately stopped and proper adjustments made or the equipment replaced. Any operations which produce more than 1/8 inch of mortar-rich surface (defined as deficient in plus U.S. No. 4 sieve size aggregate) shall be halted immediately and the equipment, mixture, or procedures modified as necessary. Compensation shall be made for surging behind the screeds or extrusion plate and settlement during hardening and care shall be taken to ensure that paving and finishing machines are properly adjusted so that the finished surface of the concrete (not just the cutting edges of the screeds) will be at the required line and grade. Finishing equipment and tools shall be maintained clean and in an approved condition. At no time shall water be added to the surface of the slab with the finishing equipment or tools, or in any other way, except for fog (mist) sprays specified to prevent plastic shrinkage cracking.

3.6.1 Machine Finishing With Fixed Forms

The machine shall be designed to straddle the forms and shall be operated to screed and consolidate the concrete. Machines that cause displacement of the forms shall be replaced. The machine shall make only one pass over each area of pavement. If the equipment and procedures do not produce a surface of uniform texture, true to grade, in one pass, the operation shall be immediately stopped and the equipment, mixture, and procedures adjusted as necessary.

3.6.2 Machine Finishing with Slipform Pavers

The slipform paver shall be operated so that only a very minimum of additional finishing work is required to produce pavement surfaces and edges meeting the specified tolerances. Any equipment or procedure that fails to meet these specified requirements shall immediately be replaced or modified as necessary. A self-propelled nonrotating pipe float may be used while the concrete is still plastic, to remove minor irregularities and score marks. Only one pass of the pipe float shall be allowed. If there is concrete slurry or fluid paste on the surface that runs over the edge of the pavement, the paving operation shall be immediately stopped and the equipment, mixture, or operation modified to prevent formation of such slurry. Any slurry which does run down the vertical edges shall be immediately removed by hand, using stiff brushes or scrapers. No slurry, concrete or concrete mortar shall be used to build up along the edges of the pavement to compensate for excessive edge slump, either while the concrete is plastic or after it hardens.

3.6.3 Surface Correction and Testing

After all other finishing is completed but while the concrete is still plastic, minor irregularities and score marks in the pavement surface shall be eliminated by means of cutting straightedges. Such straightedges shall be 12 feet in length and shall be operated from the sides of the pavement and from bridges. A straightedge operated from the side of the pavement shall be equipped with a handle 3 feet longer than one-half the width of the pavement. The surface shall then be tested for trueness with a straightedge held in successive positions parallel and at right angles to the center line of the pavement, and the whole area covered as necessary to detect variations. The straightedge shall be advanced along the pavement in successive stages of not more than one-half the length of the straightedge. Depressions shall be immediately filled with freshly mixed concrete, struck off, consolidated with an internal vibrator, and refinished. Projections above the required elevation shall also be struck off and refinished. The straightedge testing and finishing shall continue until the entire surface of the concrete is free from observable departure from the straightedge and conforms to the surface requirements specified in paragraph: ACCEPTABILITY OF WORK in PART 1. This straightedging shall not be used as a replacement for the straightedge testing of paragraph: Surface Smoothness in PART 1. Long-handled, flat bull floats shall be used very sparingly and only as necessary to correct minor, scattered surface defects. If frequent use of bull floats is necessary, the paving operation shall be stopped and the equipment, mixture or procedures adjusted to eliminate the surface defects. Finishing with hand floats and trowels shall be held to the absolute minimum necessary. Extreme care shall be taken to prevent overfinishing joints and edges. The surface finish of the pavement shall be produced essentially by the finishing machine and not by subsequent hand finishing operations. All hand finishing operations shall be subject to approval and shall be modified when directed.

3.6.4 Hand Finishing

Use hand finishing operations only as specified below.

3.6.4.1 Equipment and Template

In addition to approved mechanical internal vibrators for consolidating the concrete, provide a strike-off and tamping template and a longitudinal float for hand finishing. The template shall be at least 1 foot longer than the width of pavement being finished, of an approved design, and sufficiently rigid to retain its shape, and shall be constructed of metal or other suitable material shod with metal. The longitudinal float shall be at least 10 feet long, of approved design, and rigid and substantially braced, and shall maintain a plane surface on the bottom. Grate tampers (jitterbugs) shall not be used.

3.6.4.2 Finishing and Floating

As soon as placed and vibrated, the concrete shall be struck off and screeded to the crown and cross section and to such elevation above grade that when consolidated and finished, the surface of the pavement will be at the required elevation. In addition to previously specified complete coverage with handheld immersion vibrators, the entire surface shall be tamped with the strike-off and tamping template, and the tamping operation continued until the required compaction and reduction of internal and surface voids are accomplished. Immediately following the final tamping of the surface, the pavement shall be floated longitudinally from bridges resting on the side forms and spanning but not touching the concrete. If necessary, additional concrete shall be placed, consolidated and screeded, and the float operated until a satisfactory surface has been produced. The floating operation shall be advanced not more than half the length of the float and then continued over the new and previously floated surfaces.

3.6.5 Texturing

Before the surface sheen has disappeared and before the concrete hardens or curing compound is applied, the surface of the pavement shall be given a texture as described herein. After curing is complete, all textured surfaces shall be thoroughly power broomed to remove all debris.

3.6.5.1 Broom Texturing

Brooming should be completed before the concrete has hardened to the point where the surface will be unduly torn or roughened, but after hardening has progressed enough so that the mortar will not flow and reduce the sharpness of the scores. Successive passes of the broom shall be overlapped the minimum necessary to obtain a uniformly textured surface. Brooms shall be washed thoroughly at frequent intervals during use. Worn or damaged brooms shall be removed from the job site. Hand brooming will be permitted only on isolated odd shaped slabs or slabs where hand finishing is permitted. For hand brooming, the brooms shall have handles longer than half the width of slab to be finished. The hand brooms shall be drawn transversely across the surface from the center line to each edge with slight overlapping strokes.

3.6.6 Edging

After texturing has been completed, the edge of the slabs along the forms,

along the edges of slipformed lanes, and at the joints shall be carefully finished with an edging tool to form a smooth rounded surface of 1/8 inch radius. Tool marks shall be eliminated, and the edges shall be smooth and true to line. No water shall be added to the surface during edging. Extreme care shall be taken to prevent overworking the concrete.

3.6.7 Outlets in Pavement

Recesses for the tie-down anchors, lighting fixtures, and other outlets in the pavement shall be constructed to conform to the details and dimensions shown. The concrete in these areas shall be carefully finished to provide a surface of the same texture as the surrounding area that will be within the requirements for plan grade and surface smoothness.

3.7 CURING

3.7.1 Protection of Concrete

Concrete shall be continuously protected against loss of moisture and rapid temperature changes for at least 7 days from the completion of finishing operations. All equipment needed for adequate curing and protection of the concrete shall be on hand and ready for use before actual concrete placement begins. If any selected method of curing does not afford the proper curing and protection against concrete cracking, the damaged pavement shall be removed and replaced, and another method of curing shall be employed as directed. Curing shall be accomplished by one of the following methods .

3.7.2 Membrane Curing

A uniform coating of white-pigmented, membrane-forming, curing compound shall be applied to the entire exposed surface of the concrete as soon as the free water has disappeared from the surface after finishing . Along the formed edge faces, it shall be applied immediately after the forms are removed. Concrete shall not be allowed to dry before the application of the membrane. If any drying has occurred, the surface of the concrete shall be moistened with a fine spray of water, and the curing compound applied as soon as the free water disappears. The curing compound shall be applied to the finished surfaces by means of an approved automatic spraying machine. The curing compound shall be applied with an overlapping coverage that will give a two-coat application at a coverage of 400 square feet per gallon, plus or minus 5.0 percent for each coat. A one-coat application may be applied provided a uniform application and coverage of 200 square feet per gallon, plus or minus 5.0 percent is obtained. The application of curing compound by hand-operated, mechanical powered pressure sprayers will be permitted only on odd widths or shapes of slabs and on concrete surfaces exposed by the removal of forms. When the application is made by hand-operated sprayers, a second coat shall be applied in a direction approximately at right angles to the direction of the first coat. If pinholes, abrasions, or other discontinuities exist, an additional coat shall be applied to the affected areas within 30 minutes. Concrete surfaces that are subjected to heavy rainfall within 3 hours after the curing compound has been applied shall be resprayed by the method and at the coverage specified above. Areas where the curing compound is damaged by subsequent construction operations within the curing period shall be immediately resprayed. Concrete surfaces to which membrane-curing compounds have been applied shall be adequately protected during the entire curing period from pedestrian and vehicular traffic, except as required for joint-sawing operations and surface tests, and from any other possible

damage to the continuity of the membrane.

3.7.3 Moist Curing

Concrete to be moist-cured shall be maintained continuously wet for the entire curing period, or until curing compound is applied, commencing immediately after finishing. If forms are removed before the end of the curing period, curing shall be carried out as on unformed surfaces, using suitable materials. Surfaces shall be cured by ponding, by continuous sprinkling, by continuously saturated burlap or cotton mats, or by continuously saturated plastic coated burlap. Burlap and mats shall be clean and free from any contamination and shall be completely saturated before being placed on the concrete. Lap sheets to provide full coverage. Provide an approved work system to ensure that moist curing is continuous 24 hours per day and that the entire surface is wet.

3.8 JOINTS

3.8.1 General Requirements for Joints

Joints shall conform to the locations and details indicated and shall be perpendicular to the finished grade of the pavement. All joints shall be straight and continuous from edge to edge or end to end of the pavement with no abrupt offset and no gradual deviation greater than 1/2 inch. Where any joint fails to meet these tolerances, the slabs adjacent to the joint shall be removed and replaced at no additional cost to the Government. No change from the jointing pattern shown on the drawings shall be made without written approval of the Contracting Officer. Joints shall be sealed immediately following curing of the concrete or as soon thereafter as weather conditions permit. Joints shall be sealed as specified in Section 32 01 19 FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS and 32 13 73 COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS.

3.8.2 Longitudinal Construction Joints

Dowels shall be installed in the longitudinal construction joints, or the edges shall be thickened as indicated. Dowels shall be installed as specified above. After the end of the curing period, longitudinal construction joints shall be sawed to provide a groove at the top for sealant conforming to the details and dimensions indicated.

3.8.3 Transverse Construction Joints

Transverse construction joints shall be installed at the end of each day's placing operations and at any other points within a paving lane when concrete placement is interrupted for 30 minutes or longer. The transverse construction joint shall be installed at a planned transverse joint. Transverse construction joints shall be constructed by utilizing headers or by paving through the joint, then full-depth sawcutting the excess concrete. Pavement shall be constructed with the paver as close to the header as possible, and the paver shall be run out completely past the header. Transverse construction joints installed at a planned transverse joint shall be constructed as shown or, if not shown otherwise, shall be dowelled in accordance with paragraph: Dowels Installed in Hardened Concrete, or paragraph: Fixed Form Paving above.

3.8.4 Expansion Joints

Expansion joints shall be formed where indicated, and about any structures

and features that project through or into the pavement, using joint filler of the type, thickness, and width indicated, and shall be installed to form a complete, uniform separation between the structure and the pavement. The filler shall be attached to the original concrete placement with adhesive or other fasteners and shall extend the full slab depth. After placement and curing of the adjacent slab, sawcut the sealant reservior depth from the filler. Adjacent sections of filler shall be fitted tightly together, and the filler shall extend across the full width of the paving lane or other complete distance in order to prevent entrance of concrete into the expansion space. Edges of the concrete at the joint face shall be finished with an edger with a radius of 1/8 inch.

3.8.5 Slip Joints

Slip joints shall be installed where indicated using the specified materials. Preformed joint filler material shall be attached to the face of the original concrete placement with adhesive or other fasteners. A 3/4 inch deep reservoir for joint sealant shall be constructed at the top of the joint. Edges of the joint face shall be finished with an edger with a radius of 1/8 inch.

3.8.6 Contraction Joints

Construct transverse and longitudinal contraction joints by sawing an initial groove in the concrete with a 1/8 inch blade to the indicated depth. During sawing of joints, and again 24 hours later, the CQC team shall inspect all exposed lane edges for development of cracks below the saw cut, and shall immediately report results to the Contracting Officer. If the Contracting Officer determines that there are more uncracked joints than desired, the Contractor will be directed to saw succeeding joints 25 percent deeper than originally indicated at no additional cost to the Government. The time of initial sawing shall vary depending on existing and anticipated weather conditions and shall be such as to prevent uncontrolled cracking of the pavement. Sawing of the joints shall commence as soon as the concrete has hardened sufficiently to permit cutting the concrete without chipping, spalling, or tearing. The sawed faces of joints will be inspected for undercutting or washing of the concrete due to the early sawing, and sawing shall be delayed if undercutting is sufficiently deep to cause structural weakness or excessive roughness in the joint. The sawing operation shall be carried on as required during both day and night regardless of weather conditions. The joints shall be sawed at the required spacing consecutively in the sequence of the concrete placement. Adequate lighting shall be provided for night work. Illumination using vehicle headlights will not be permitted. A chalk line or other suitable guide shall be used to mark the alignment of the joint. Before sawing a joint, the concrete shall be examined closely for cracks, and the joint shall not be sawed if a crack has occurred near the planned joint location. Sawing shall be discontinued when a crack develops ahead of the saw cut. Immediately after the joint is sawed, the saw cut and adjacent concrete surface shall be thoroughly flushed with water and vacuumed until all waste from sawing is removed from the joint and adjacent concrete surface. The surface shall be resprayed with curing compound as soon as free water disappears. Necessary precautions shall be taken to insure that the concrete is properly protected from damage and cured at sawed joints. The top of the joint opening and the joint groove at exposed edges shall be tightly sealed with cord backer rod before the concrete in the region of the joint is resprayed with curing compound, and shall be maintained until removed immediately before sawing the joint sealant reservoir. The exposed saw cuts on the faces of pilot lanes shall be sealed with bituminous mastic

or masking tape. After expiration of the curing period, the upper portion of the groove shall be widened by sawing with ganged diamond saw blades to the width and depth indicated for the joint sealer. The reservoir shall be centered over the initial sawcut.

3.8.7 Thickened Edge Joints

Construct thickened edge joints as indicated on the drawings. Underlying material in the transition area shall be graded as shown and shall meet the requirements for smoothness and compaction specified for all other areas of the underlying material.

3.9 REPAIR, REMOVAL AND REPLACEMENT OF NEWLY CONSTRUCTED SLABS

3.9.1 General Criteria

New pavement slabs that are broken, have spalled edges, or contain cracks shall be removed and replaced or repaired, as specified at no cost to the Government. Removal of partial slabs is not permitted. Not more than 15.0 percent of each slab's longitudinal joint edge shall be spalled. Prior to fill-in lane placement, pilot lane slabs with spalls exceeding this quantity, regardless of spall size, shall be sawn full depth to remove the spalled face. All other slabs shall be removed, as directed. The Contracting Officer will determine whether cracks extend full depth of the pavement and may require cores to be drilled on the crack to determine depth of cracking. Such cores shall be at least 6 inch diameter, and shall be drilled and backfilled with an approved non-shrink concrete. Perform drilling of cores and refilling holes at no expense to the Government.

3.9.2 Slabs with Cracks

Clean cracks that do not exceed 2 inches in depth; then pressure injected full depth with epoxy resin, Type IV, Grade 1. Remove slabs containing cracks deeper than 2 inches.

3.9.3 Removal and Replacement of Full Slabs

Where it is necessary to remove full slabs, removal shall be in accordance with paragraph: Removal of Existing Pavement Slab below. Removal and replacement shall be full depth, by full width of the slab, and the limit of removal shall be normal to the paving lane and extend to each original joint. Dowels of the size and spacing as specified for other joints in similar pavement shall be installed by epoxy grouting them into holes drilled into the existing concrete using procedures as specified in paragraph PLACING DOWELS, above. Original damaged dowels shall be cut off flush with the joint face. Protruding portions of dowels shall be painted and lightly oiled. All four edges of the new slab shall thus contain dowels. Placement of concrete shall be as specified for original construction. Prior to placement of new concrete, the underlying material shall be recompacted and shaped as specified in the appropriate section of these specifications, and the surfaces of all four joint faces shall be cleaned of all loose material and contaminants and coated with a double application of membrane forming curing compound as bond breaker. Care shall be taken to prevent any curing compound from contacting dowels. The resulting joints around the new slab shall be prepared and sealed as specified for original construction.

3.9.4 Repairing Spalls Along Joints

Where directed, spalls along joints of new slabs, along edges of adjacent existing concrete, and along parallel cracks shall be repaired by first making a vertical saw cut at least 1 inch outside the spalled area and to a depth of at least 2 inches. Saw cuts shall be straight lines forming rectangular areas. The concrete between the saw cut and the joint, or crack, shall be chipped out to remove all unsound concrete and into at least 1/2 inch of visually sound concrete. Spalls along joints to be sealed with compression seals shall be sawn, chipped out, and repaired to a depth to restore the full joint-face support. The cavity thus formed shall be thoroughly cleaned with high pressure water jets supplemented with oil-free compressed air to remove all loose material. Immediately before filling the cavity, a prime coat shall be applied to the dry cleaned surface of all sides and bottom of the cavity, except any joint face. The prime coat shall be applied in a thin coating and scrubbed into the surface with a stiff-bristle brush. Prime coat for portland cement repairs shall be a neat cement grout and for epoxy resin repairs shall be epoxy resin, Type III, Grade 1. The prepared cavity shall be filled with: Portland cement concrete or latex modified mortar for larger cavities, those more than 1/3 cu. ft. in size after removal operations; Portland cement mortar for cavities between 0.03 cu. ft. and 1/3 cu. ft.; and epoxy resin mortar or epoxy resin or latex modified mortar for those cavities less than 0.03 cu. ft. in size. Portland cement concretes and mortars shall be very low slump mixtures, 1/2 inch slump or less, proportioned, mixed, placed, consolidated by tamping, and cured, all as directed. Epoxy resin mortars shall be made with Type III, Grade 1, epoxy resin, using proportions and mixing and placing procedures as recommended by the manufacturer and approved by the Contracting Officer. Proprietary patching materials may be used, subject to approval by the Contracting Officer. The epoxy resin materials shall be placed in the cavity in layers not over 2 inches thick. The time interval between placement of additional layers shall be such that the temperature of the epoxy resin material does not exceed 140 degrees F at any time during hardening. Mechanical vibrators and hand tampers shall be used to consolidate the concrete or mortar. Any repair material on the surrounding surfaces of the existing concrete shall be removed before it hardens. Where the spalled area abuts a joint, an insert or other bond-breaking medium shall be used to prevent bond at the joint face. A reservoir for the joint sealant shall be sawed to the dimensions required for other joints. The reservoir shall be thoroughly cleaned and then sealed with the sealer specified for the joints. In lieu of sawing, spalls not adjacent to joints and popouts, both less than 6 inches in maximum dimension, may be prepared by drilling a core 2 inches in diameter greater than the size of the defect, centered over the defect, and 2 inches deep or 1/2 inch into sound concrete, whichever is greater. The core hole shall be repaired as specified above for other spalls.

3.9.5 Repair of Weak Surfaces

Weak surfaces are defined as mortar-rich, rain-damaged, uncured, or containing exposed voids or deleterious materials. Diamond grind slabs containing weak surfaces less than 1/4 inch thick to remove the weak surface. Diamond grinding shall be in accordance with paragraph DIAMOND GRINDING OF PCC SURFACES in PART 1. All ground areas shall meet the thickness, smoothness and grade criteria of paragraph ACCEPTANCE REQUIREMENTS in PART 1. Remove and replace slabs containing weak surfaces greater than 1/4 inch thick.

3.9.6 Repair of Pilot Lane Vertical Faces

Excessive edge slump and joint face deformation shall be repaired in accordance with paragraph EDGE SLUMP AND JOINT FACE DEFORMATION in PART 1. Inadequate consolidation (honeycombing or air voids) shall be repaired by saw cutting the face full depth along the entire lane length with a diamond blade. Obtain cores, as directed, to determine the depth of removal.

3.10 EXISTING CONCRETE PAVEMENT REMOVAL AND REPAIR

Existing concrete pavement shall be removed at locations indicated on the drawings. Prior to commencing pavement removal operations, inventory the pavement distresses (cracks, spalls, and corner breaks) along the pavement edge to remain. After pavement removal, the remaining edge shall again be surveyed to quantify any damage caused by Contractor's removal operations. Perform both surveys in the presence of the Contracting Officer. Repairs shall be made as indicated and as specified herein. All operations shall be carefully controlled to prevent damage to the concrete pavement and to the underlying material to remain in place. All saw cuts shall be made perpendicular to the slab surface, forming rectangular areas.

3.10.1 Removal of Existing Pavement Slab

When existing concrete pavement is to be removed and adjacent concrete is to be left in place, the joint between the removal area and adjoining pavement to stay in place shall first be cut full depth with a standard diamond-type concrete saw. Next, a full depth saw cut shall be made parallel to the joint at least 24 inches from the joint and at least 6 inches from the end of any dowels. This saw cut shall be made with a wheel saw as specified in paragraph: Sawing Equipment. All pavement to be removed beyond this last saw cut shall be removed in accordance with the approved demolition work plan. All pavement between this last saw cut and the joint line shall be removed by carefully pulling pieces and blocks away from the joint face with suitable equipment and then picking them up for removal. In lieu of this method, this strip of concrete may be carefully broken up and removed using hand-held jackhammers, 30 lb or less, or other approved light-duty equipment which will not cause stress to propagate across the joint saw cut and cause distress in the pavement which is to remain in place. In lieu of the above specified removal method, the slab may be sawcut full depth to divide it into several pieces and each piece lifted out and removed. Suitable equipment shall be used to provide a truly vertical lift, and safe lifting devices used for attachment to the slab.

3.10.2 Edge Repair

The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Slabs which are damaged during construction shall be removed and replaced as directed by the Contracting Officer at no cost to the Government. Repair of previously existing damage areas will be considered a subsidiary part of concrete pavement construction. All exposed keys and keyways shall be sawn off full depth.

3.10.2.1 Spall Repair

Not more than 15.0 percent of each slab's edge shall be spalled as a result of the Contractor's actions. Unless otherwise directed by the Contracting Officer, damaged slabs with spalls exceeding this quantity, regardless of

spall size, shall be sawn full depth on the exposed face to remove the spalled face. Repair materials and procedures shall be as previously specified in paragraph: Repairing Spalls Along Joints.

3.10.2.2 Underbreak and Underlying Material

All underbreak shall be repaired by removal and replacement of the damaged slabs in accordance with paragraph: Removal and Replacement of Full Slabs above. The underlying material adjacent to the edge of and under the existing pavement which is to remain in place shall be protected from damage or disturbance during removal operations and until placement of new concrete, and shall be shaped as shown on the drawings or as directed. Sufficient underlying material shall be kept in place outside the joint line to completely prevent disturbance of material under the pavement which is to remain in place. Any material under the portion of the concrete pavement to remain in place which is disturbed or loses its compaction shall be carefully removed and replaced with concrete.

3.11 PAVEMENT PROTECTION

Protect the pavement against all damage prior to final acceptance of the work by the Government. Aggregates, rubble, or other similar construction materials shall not be placed on airfield pavements. Traffic shall be excluded from the new pavement by erecting and maintaining barricades and signs until the concrete is at least 14 days old, or for a longer period if so directed. As a construction expedient in paving intermediate lanes between newly paved pilot lanes, operation of the hauling and paving equipment will be permitted on the new pavement after the pavement has been cured for 7 days and the joints have been sealed or otherwise protected, the concrete has attained a minimum field cured flexural strength of 550 psi. and approved means are furnished to prevent damage to the slab edge. All new and existing pavement carrying construction traffic or equipment shall be continuously kept completely clean, and spillage of concrete or other materials shall be cleaned up immediately upon occurrence. Special care shall be used where Contractor's traffic uses or crosses active airfield pavement. Power broom other existing pavements at least daily when traffic operates. For fill-in lanes, equipment shall be used that will not damage or spall the edges or joints of the previously constructed pavement.

3.12 TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL

3.12.1 Testing and Inspection by Contractor

During construction, the Contractor is responsible for sampling and testing aggregates, cementitious materials (cement, GGBF and pozzolan), and concrete to determine compliance with the specifications. Provide facilities and labor as may be necessary for procurement of representative test samples. Furnish sampling platforms and belt templates to obtain representative samples of aggregates from charging belts at the concrete plant. Samples of concrete shall be obtained at the point of delivery to the paver. Testing by the Government will in no way relieve the Contractor of the specified testing requirements. Perform the inspection and tests described below, and based upon the results of these inspections and tests, take the action required and submit reports as required. This testing shall be performed regardless of any other testing performed by the Government, either for pay adjustment purposes or for any other reason.

3.12.2 Testing and Inspection Requirements

Contractor CQC sampling, testing, inspection and reporting shall be in accordance with the following Table.

TABLE 6
CONTRACTOR TESTING AND INSPECTION REQUIREMENTS

Frequency	Test Method	Control Limit	Corrective Action
Fine Aggregate Gradation and Fineness Modulus			
2 per lot	ASTM C136 sample at belt	9 of 10 tests vary <0.15 from average	
		Outside limits on any sieve	Retest
		2nd failure	Stop, repair, retest
Coarse Aggregate Gradation			
2 per lot	ASTM C136 sample at belt	Outside limits on any sieve	Retest
		2nd failure	report to COR, correct
		2 consecutive avgs of 5 tests out	report to COR, stop ops, repair, retest
Workability Factor and Coarseness Factor Computation			
Same as C.A. and F.A.	see paragraph AGGREGATES	Use individual C.A. and F.A. gradations. Combine using batch ticket percentages. Tolerances: +/- 3 points on WF; +/- 5 points on CF from approved mix design values	Check batching tolerances, recalibrate scales
Aggregate Deleterious, Quality, and ASR Tests			
Every 60 days	see paragraph AGGREGATES		Stop production, retest, replace aggregate. Increase testing interval to 90 days if previous 2 tests pass
Plant - Scales, Weighing Accuracy			
Monthly	NRMCA QC 3		Stop plant ops, repair, recalibrate
Plant - Batching and Recording Accuracy			

TABLE 6
CONTRACTOR TESTING AND INSPECTION REQUIREMENTS

Frequency	Test Method	Control Limit	Corrective Action
Weekly	Record/Report	Record required/recorded/actua batch mass	Stop plant ops, repair, recalibrate
Plant - Batch Plant Control			
Every lot	Record/Report		Record type/amt of each material per lot
Plant - Mixer Uniformity - Stationary Mixers			
Every 4 months during paving	COE CRD-C 55	After initial approval, use abbreviated method	Increase mixing time, change batching sequence, reduce batch size to bring into compliance. Retest
Plant - Mixer Uniformity - Truck Mixers			
Every 4 months during paving	ASTM C94/C94M	Random selection of truck.	Increase mixing time, change batching sequence, reduce batch size to bring into compliance. Retest
Concrete Mixture - Air Content			
When test specimens prepared + 2 random	ASTM C231/C231M sample at paving site	Individual test control chart: Warning +/-1.0	Adjust AEA, retest
		Individual test control chart: Action +/-1.5	Halt operations, repair, retest
		Range between 2 consecutive tests: Warning +2.0	Recalibrate AEA dispenser
		Range between 2 consecutive tests: Action +3.0	Halt operations, repair, retest
Concrete Mixture - Unit Weight and Yield			
Same as Air Content	ASTM C138/C138M sample at paving site	Individual test basis: Warning Yield -0/+1 percent	Check batching tolerances
		Individual test basis: Action Yield -0/+5 percent	Halt operations
Concrete Mixture - Slump			

TABLE 6
CONTRACTOR TESTING AND INSPECTION REQUIREMENTS

Frequency	Test Method	Control Limit	Corrective Action
When test specimens prepared + 4 random	ASTM C143/C143M sample at paving site	Individual test control chart: Upper Warning - 1/2 inch below max	Adjust batch masses within max W/C ratio
		Individual test control chart: Upper Action - maximum allowable slump	Stop operations, adjust, retest
		Range between each consecutive test: 1-1/2 inches	Stop operations, repair, retest
Concrete Mixture - Temperature			
When test specimens prepared	ASTM C1064/C106 sample at paving site	See paragraph WEATHER LIMITATIONS	
Concrete Mixture - Strength			
8 per lot	ASTM C31/C31M sample at paving station	See paragraph CONCRETE STRENGTH TESTING for CQC	
Paving - Inspection Before Paving			
Prior to each paving operation	Report	Inspect underlying materials, construction joint faces, forms, reinforcing, dowels, and embedded items	
Paving - Inspection During Paving			
During paving operation		Monitor and control paving operation, including placement, consolidation, finishing, texturing, curing, and joint sawing.	
Paving - Vibrators			
Weekly during paving	COE CRD-C 521	Test frequency (in concrete), and amplitude (in air), measure at tip/head and average.	Repair or replace defective vibrators.
Moist Curing			

TABLE 6 CONTRACTOR TESTING AND INSPECTION REQUIREMENTS			
Frequency	Test Method	Control Limit	Corrective Action
2 per lot, min 4 per day	Visual		Repair defects, extend curing by 1 day
Membrane Compound Curing			
Daily	Visual	Calculate coverage based on quantity/area	Respray areas where coverage defective. Recalibrate equipment
Cold Weather Protection			
Once per day	Visual		Repair defects, report conditions to

3.12.3 Concrete Strength Testing for Contractor CQC

Contractor Quality Control operations for concrete strength shall consist of the following steps:

a. Take samples for strength tests at the paving site. Fabricate and cure test beams in accordance with ASTM C31/C31M; test them in accordance with ASTM C78/C78M.

b. Fabricate and cure 2 test beams per sublot from the same batch or truckload and at the same time acceptance beams are fabricated and test them for flexural strength at 7-day age.

c. Average all 8 flexural tests per lot. Convert this average 7-day flexural strength per lot to equivalent 28 -day flexural strength using the Correlation Ratio determined during mixture proportioning studies.

d. Compare the equivalent 28 -day flexural strength from the conversion to the Average Flexural Strength Required for Mixtures from paragraph of same title.

e. If the equivalent average 28 -day strength for the lot is below the Average Flexural Strength Required for Mixtures by 69 psi flexural strength or more, at any time, adjust the mixture to increase the strength, as approved.

f. The Contractor's CQC testing agency shall maintain up-to-date control charts for strength, showing the 7-day CQC flexural strength and the 28 -day flexural strength (from acceptance tests) of each of these for each lot.

3.12.4 Reports

All results of tests or inspections conducted shall be reported informally as they are completed and in writing daily. Prepare a weekly report for the updating of control charts covering the entire period from the start of the construction season through the current week. During periods of cold-weather protection, make daily reports of pertinent temperatures. These requirements do not relieve the Contractor of the obligation to

report certain failures immediately as required in preceding paragraphs. Such reports of failures and the action taken shall be confirmed in writing in the routine reports. The Contracting Officer has the right to examine all Contractor quality control records.

-- End of Section --

SECTION 33 09 54

AVIATION FUEL PUMP CONTROL AND ANNUNCIATION SYSTEM (TYPE IV)
02/10

PART 1 GENERAL

1.1 SYSTEM OVERVIEW

The Aircraft Direct Fueling System consists of fueling pumps that pump fuel to pantograph type fueling stations located on the airfield apron. Using Scheme A, the lead pump is started manually by the start/stop station located at the fueling station. The other pump is started and stopped automatically by the PCP.Automatic pump starts and stops are based on system pressure and flow. Programmable Logic Controllers (PLCs) receive information from pressure transmitters and other devices to control the pumps and control valves. There are two PLCs that are connected in a redundant configuration, to assure continued operation of the Aircraft Fueling System even if either PLC (but not both) fails. The Aircraft Direct Fueling System also includes above ground fuel storage tanks and a product recovery tank. The pump control panel, personal computer, graphic user interface and annunciator are located in the Control Room of the Pumphouse.

1.2 GENERAL REQUIREMENTS

Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM applies to this section, with the additions and modifications specified herein. The control system shall be furnished by a single supplier. See specification 33 52 43.11 AVIATION FUEL MECHANICAL EQUIPMENT for other required components of the control system. The control system supplier shall be responsible for providing a fully functional control system, in accordance with the drawings and specifications, including the field devices. Installation shall be in accordance with NFPA 70.

1.3 REFERENCES

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

INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE)

IEEE C37.90	(2005) Standard for Relays and Relay Systems Associated With Electric Power Apparatus
IEEE C62.41	(1991; R 1995) Recommended Practice on Surge Voltages in Low-Voltage AC Power Circuits

ISA - INTERNATIONAL SOCIETY OF AUTOMATION (ISA)

ISA 18.1	(1979; R2004) Annunciator Sequences and Specifications

NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)

NEMA 250	(2008) Enclosures for Electrical Equipment (1000 Volts Maximum)
NEMA IA 2	(2005) Programmable Controllers - Parts 1 thru 8
NEMA ICS 1	(2000; R 2008; E 2010) Standard for Industrial Control and Systems: General Requirements
NEMA ICS 2	(2000; R 2005; Errata 2008) Standard for Controllers, Contactors, and Overload Relays Rated 600 V
NEMA ICS 4	(2010) Terminal Blocks
NEMA ICS 6	(1993; R 2011) Enclosures

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

NFPA 70	(2011; Errata 2 2012) National Electrical Code

U.S. FEDERAL COMMUNICATIONS COMMISSION (FCC)

FCC Part 15	Radio Frequency Devices (47 CFR 15)

UNDERWRITERS LABORATORIES (UL)

UL 1012	(2010; Reprint Jan 2012) Power Units Other than Class 2
UL 1449	(2006; Reprint Jul 2012) Surge Protective Devices
UL 508	(1999; Reprint Apr 2010) Industrial Control Equipment

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-02 Shop Drawings

Shop Drawing; G.

SD-03 Product Data

Pump Control Panel (PCP) and Components; G.
Programmable Logical Controller (PLC) Hardware and Software; G.
Personal Computer (PC); G.
Laptop Computer; G.
FCC Computer; G.
Printer; G.

Graphics User Interface; G.
Control Wiring Data Lists; G.

SD-06 Test Reports

Testing Plan; G.
Certified Pump Control Panel (PCP.
Record of Test.

SD-07 Certificates

Experience and Qualifications; G.

SD-10 Operation and Maintenance Data

Plan for Instructing Personnel; G.
Operation and Maintenance Manuals; G.
Tools and Spare Parts.

1.5 OPERATION AND MAINTENANCE MANUALS

1.5.1 Schedule and Content

Submit 6 copies of operational and maintenance manuals, within 7 calendar days following the completion of factory tests. As a minimum, include the following in the manuals:

a. Pump Control Panel including interior and exterior equipment layout.

b. All documents previously submitted and approved with all comments and field changes annotated.

c. Complete description of the sequence of operation including that described in PART 3 and any subsystems not controlled by the PLC (e.g. annunciator panel, EPDS, etc.)

d. Complete listing of all programming of the PLCs, laptop computer, and Personal Computer.

e. Complete relay ladder logic diagrams, PLC input/output diagrams and control power distribution diagrams for the complete control system.

f. Complete guide outlining step-by-step procedures for system startup and operation.

g. Complete troubleshooting guide, which lists possible operational problems and corrective action to be taken.

h. Complete maintenance and installation manual for all equipment supplied.

i. Spare parts data, which provides supplier name, current cost, catalog order number, and a recommended list of spare parts to be stocked.

j. The above shall incorporate all as-built conditions.

1.5.2 Assembly

Bind documents in a suitable binder adequately marked or identified on the spine and front cover. Include a table of contents page and mark with

pertinent contract information and contents of the manual. Provide tabs to separate different types of documents, such as catalog ordering information, drawings, instructions, and spare parts data. Index sheets shall be provided for each section of the manual when warranted by the quantity of documents included under separate tabs or dividers.

1.6 TOOLS AND SPARE PARTS

Provide the following:

a. Any special tools necessary for maintenance of the equipment

b. One spare set of fuses of each type and size

c. Recommended manufacturer list of spare parts. Include part number, current unit price, and source of supply.

d. One spare power supply module

e. One spare I/O module (for discrete devices)

f. One spare I/O module (for analog devices)

g. Two PLC RAM back-up batteries

h. Two complete sets of ink cartridges for the laser printer

i. Minimum of ten spare lamps for the Alarm Annunciator

j. Minimum of ten spare lamps of each type of non-LED lamps used on the Pump Control Panel

1.7 EXPERIENCE AND QUALIFICATIONS

Submit the following data for approval:

a. Certification stating that the manufacturer has manufactured, installed, and successfully completed at least three PLC-based systems for automatic cycling of pumps based upon varying dispensing demands ranging from 0 to 1800 gallons per minute utilizing multiple pumps. At least one of the three PLC-based systems shall be for dispensing jet fuel into a pressurized, constant pressure, flow demand aircraft hydrant system.

b. Certification that the proposed control systems have successfully operated over the last 2 years and are currently in service.

c. Project names, locations, and system description of these installations. Include user point-of-contact and current telephone numbers.

1.8 WARRANTY

Warrant the Pump Control and Annunciation System including devices, hardware and software for a period of 1 year from the date of acceptance of the system by the Government. This warranty service shall include parts and labor service for equipment supplied under this specification. Upon notification by the Government of system or component failure, respond at the site with necessary parts within 48 hours of notification.

PART 2 PRODUCTS

2.1 PUMP CONTROL PANEL (PCP) AND COMPONENTS

2.1.1 Enclosure

NEMA ICS 1, NEMA ICS 6, NEMA 250, and UL 508. The PCP enclosure shall be a freestanding NEMA Type 12, smooth, gasketed enclosure constructed of 12 gauge steel. All seams shall be continuously welded and there shall be no drilled holes or knockout prior to delivery to the job site. The pump control panel dimensions shall be a maximum of 90 inches high, maximum 72 inches wide, and a maximum of 24 inches deep and shall have removable lifting eyes. The interior surfaces of the panel shall be properly cleaned, primed, and spray painted with white high-gloss enamel. Exterior surfaces shall have standard factory finish. Access for the PCP shall be front only and shall consist of hinged doors having 3-point latching mechanisms. The doors shall open approximately 120 degrees. Rack mounting angles, swing-out panels and other component mounting hardware shall be installed such that servicing of one component shall not require removal or disconnection of other components. No clearance shall be required between the back of the panel and the room walls. Terminal facilities shall be arranged for entrance of external conductors from the top or bottom of the enclosure.

2.1.2 Ventilation System

Two supply fans, single phase, 115 volt, shall be provided. Each fan shall supply a minimum of 100 CFM. The supply and exhaust grill shall contain a filter that is easily removed from the exterior of the enclosure. Three thermostats with an adjustable set point range of 70 degrees F to 140 degrees F shall also be provided. The thermostats shall be located near the top in the interior of the PCP.

2.1.3 Ground Bar

The control panel shall have a tin plated copper equipment ground bar. The bar shall have a minimum of twenty grounding screws.

2.1.4 Standard Indicator Lights

NEMA ICS 1, NEMA ICS 2, and UL 508. Lights shall be heavy duty, NEMA 13, 22.5 mm mounting hole, round indicating lights operating at 120 volts ac/dc or 24 volts ac/dc. Long life bulbs shall be used. Indicator lights shall have a legend plate with words as shown on drawings. Lens color as indicated on the drawings. Lights shall be "push to test (lamp)" type. LED type lamps of comparable size and color may be substituted for standard indicator lights.

2.1.5 Selector Switches

NEMA ICS 1, NEMA ICS 2, and UL 508. Non-illuminated lever operated selector switches shall be heavy duty, NEMA 13, round, and utilize a 7/8-inch mounting hole. They shall have the number of positions as indicated on the drawings. Switches shall be rated 600 volt, 10 amperes continuous. Legend plates shall be provided with each switch with words as indicated on the drawings.

2.1.6 Pushbuttons

NEMA ICS 1, NEMA ICS 2, and UL 508. Non-illuminated pushbuttons shall be heavy duty, NEMA 13, round, utilize a7/8 inch mounting hole, and have the number and type of contacts as indicated on the drawings or elsewhere in the specifications. The emergency stop switch shall be a red mushroom head, 1.5 inch diameter, momentary contact type. Pushbuttons shall be rated 600 volt, 10 amperes continuous. Provide legend plates with each switch with words as indicated on the drawings.

2.1.7 Relays

IEEE C37.90, NEMA ICS 2, UL 508.

2.1.8 Nameplates

Provide laminated plastic nameplates with black outer layers and a white core. Edges shall be chamfered. Fasten the nameplates with black-finished round-head drive screws or approved nonadhesive metal fasteners.

2.1.9 Transient Voltage Surge Suppression Devices

IEEE C62.41 for Category "B" transients, UL 1449.

2.1.10 Terminal Blocks

NEMA ICS 4. Terminal blocks for conductors exiting the PCP shall be two-way type with double terminals, one for internal wiring connections and the other for external wiring connections. Terminal blocks shall be made of bakelite or other suitable insulating material with full deep barriers between each pair of terminals. A terminal identification strip shall form part of the terminal block and each terminal shall be identified by a number in accordance with the numbering scheme on the approved wiring diagrams.

2.1.11 Circuit Breakers

UL 508. Provide individual, appropriately sized, terminal block mounted, circuit breakers for all 120 volt PCP mounted equipment and for the 120 volt terminal boards shown on the drawings.

2.1.12 Uninterruptible Power Supplies

UL 1012. Input voltage shall be 120 volts (nominal), 1 phase, 60 Hertz. Output voltage regulation shall be +/-5.0 percent for the following conditions:

a. 20 percent to 100 percent load on output.

b. Input voltage variation of -15 percent to +10 percent.

c. Constant load power factor between 80 percent and 100 percent.

Response time shall be 1.5 cycles or less. Battery capacity shall be such as to provide an orderly shut down of operating programs or as a minimum 10 minutes.

2.1.13 Miscellaneous Power Supplies

UL 1012. Certain field devices may require power other than 120VAC (i.e. 24VDC). The power supplies shall be convection cooled, have fully isolated independent outputs, have constant voltage, have short circuit and overvoltage protection, and have automatic current limiting.

2.1.14 Alarm Annunciator

UL 508 and ISA 18.1. The Alarm Annunciator shall provide visual annunciation, local and remote monitoring, constant or flashing visual and audible alarm as specified herein. The annunciator shall be completely solid state with no moving parts. Furnish the annunciator with cabinet and hardware appropriate for flush mounting on the control panel. A power supply either integral or separately mounted shall operate on 120 volts, 60 Hertz. The annunciator shall have windows arranged in a matrix configuration (rows and columns). Each window shall be at least 1 inch high by 1-5/8 inches wide and shall have rear illuminated translucent engraved nameplate. Lettering shall be at least 5/32 inches high. System lamp voltage shall be 24 to 28 volts dc.

2.1.15 Alarm Horns

UL 508. The alarm horns shall consist of 2-vibrating horns and 1-resonating horn. One vibrating horn is to be mounted in the PCP, and two sets of one vibrating and one resonating horn shall be mounted outside of the control room as shown on the drawings. The exterior horns shall each produce 100db at 10 feet and shall be provided in a weather proof housing. The PCP horn shall produce 70db at 10 feet.

2.1.16 Personal Computer (PC)

2.1.16.1 Hardware

The following are the minimum hardware requirements for the personal computer:

a. Latest Pentium CPU operating at 2.4 GHZ or faster

b. 2 GB RAM

c. 250 GB hard drive

d. 16X Read-Write DVD drive

e. Color 17 inches flat screen monitor

f. Keyboard

g. Pointing device (e.g. mouse)

h. Parallel communication port

i. Serial communication port compatible with PLC (e.g. RS-232-C, RS-485)

j. 120VAC operating power

k. All cables and connectors for interfacing with PLC and Laser Printer

l. Provide a modem capable of remote troubleshooting of the system. The modem will not be permanently connected to the System.

m. Two USB 2.0 communications ports

2.1.16.2 Software

The following is the minimum software to be loaded on the personal computer. The software shall be the most current versions and compatible with each other to make a complete and usable system. All software shall be fully site licensed and come with all disks to allow a full restore or reload of software in the event of a hard drive crash.

a. Operating system (e.g. the latest commercially available MS Operating System)

b. Software for programming the PLCs

c. The personal computer shall communicate with the PLCs to display system status and change system set points. The personal computer shall have run-time graphical software to display the graphical screens described later and to change set points.

d. Software for recording, tracking, trending, and printing out the pressures, flows, and operational status of all monitored components of the fueling system on a real time basis.

e. MS Office Professional with Excel shall be provided to allow the trending data described above to be imported to Excel where it can be studied, manipulated, graphed, and easily sent electronically.

2.1.17 Printer

The alarm/report printer shall be a color laser jet printer. The unit shall print in black at a minimum speed of twelve pages per minute. It shall print in color at a minimum speed of ten pages per minute. It shall as a minimum be capable of printing color graphs of various system pressures, issue flow, and return flow vs. time in seven colors. Provide one set of spare replacement ink cartridges.

2.1.18 Laptop Computer

2.1.18.1 Hardware

The following are the minimum hardware requirements for the laptop computer:

a. Latest Pentium CPU operating at 2 GHz or faster
b. 1 GB RAM
c. 100 GB hard drive
d. 16X Read-Write DVD drive
e. Color XGA LCD screen 14 inches
f. Keyboard
g. Pointing device (e.g. mouse, track ball)
h. Parallel communication port
i. Serial communication port compatible with PLC (e.g. RS-232-C, RS-485)
j. 120VAC and Battery power supply
k. All cables and connectors for interfacing with PLC and personal computer

l. Modem compatible for remote troubleshooting of the system
m. Two USB 2.0 communications ports
n. Provide a carrying case for the Laptop Computer

2.1.18.2 Software

The following is the minimum software to be loaded on the laptop. The software shall be the most current versions and compatible with each other to make a complete and usable system. All software needs to be fully site licensed and come with all disks to allow a full restore or reload of software in the event of a hard drive crash.

a. Operating system (e.g. the latest commercially available MS Operating System)
b. Software for programming the PLC
c. Software for programming the personal computer

2.2 PROGRAMMABLE LOGICAL CONTROLLER (PLC) HARDWARE AND SOFTWARE

2.2.1 General

a. NEMA IA 2. Each PLC shall be able to receive discrete and analog inputs and through its programming it shall control discrete and analog output functions, perform data handling operations and communicate with external devices and remote I/O racks. The PLCs shall be a modular, field expandable design allowing the system to be tailored to the process control application. The capability shall exist to allow for expansion to the system by the addition of hardware and/or user software. At a minimum the PLCs shall include mounting backplanes, power supply modules, CPU module, communication modules, and I/O modules.

b. Each PLC provided shall be designed and tested for use in the high electrical noise environment of an industrial plant. The PLC modules shall comply with the FCC Part 15 Part A for radio noise emissions. The programmable controller processor shall be able to withstand conducted susceptibility tests as outlined in NEMA ICS 2, IEEE C37.90.

c. The PLCs shall function properly at temperatures between 32 and 122 degrees F, at 5 to 95 percent relative humidity non-condensing and have storage temperatures between -40 and +140 degrees F at 5 to 95 percent relative humidity non-condensing.

d. The PLCs shall have manufacturer's standard system status indicators (e.g. power supply status, system fault, run mode status, back-up battery status).

2.2.2 Central Processing Unit Module

The CPU shall be a modular self-contained unit that provides time of day, scanning, application (ladder rung logic) program execution, storage of the application program, storage of numerical values related to the application process and logic, I/O bus traffic control, peripheral and external device communications and self-diagnostics.

2.2.3 Power Supply Module

a. The power supply module shall be plugged into the backplane not

separately mounted. The power supply shall be wired to utilize 120 VAC, 60 Hz power, the system shall function properly within the range of -10 percent to +15 percent of nominal voltage. The power supply shall provide an output to the backplane at a wattage and voltage necessary to support the attached modules. A single main power supply module shall have the capability of supplying power to the CPU module and local communication and I/O modules. Auxiliary power supplies shall provide power to remote racks.

b. Each power supply shall have an integral on/off disconnect switch to the module. If the manufacturers standard power supply does not have an on/off disconnect switch a miniature toggle type switch shall be installed near the PLC and clearly labeled as to its function.

c. The power supply shall monitor the incoming AC line voltage for proper levels and have provisions for both over current and over voltage protection. If the voltage level is detected as being out of range the system shall have adequate time to complete a safe and orderly shutdown.

2.2.4 Program Storage/Memory Requirements

a. The PLC shall have the manufacturers standard nonvolatile executive memory for the operating system. The PLC shall also have EEPROM (Electrically Erasable Programmable Read Only Memory) for storage of the user program and battery backup RAM for application memory. The EEPROM shall be loaded by use of the laptop computer or the personal computer.

b. Submit a calculation of the required amount of EEPROM and RAM (random access memory) needed for this application plus an extra 50 percent.

c. The number of times a normally open (N.O.) and/or normally closed (N.C.) contact of an internal output can be programmed shall be limited only by the memory capacity to store these instructions.

2.2.5 Input/Output (I/O) Modules

a. Provide all required I/O modules (analog input, analog output, discrete input, discrete output, and isolated discrete output) to manipulate the types of inputs and outputs as shown on the drawings and to comply with the sequence of operations. Also provide a minimum of 20 percent (round up for calculation) spare input and output points of each type provided, but not less than two of each type.

b. I/O modules shall be a self-contained unit housed within an enclosure to facilitate easy replacement. All user wiring to I/O modules shall be through a heavy-duty terminal strip. Pressure-type screw terminals shall be used to provide fast, secure wire connections. The terminal block shall be removable so it is possible to replace any input or output module without disturbing field wiring.

c. During normal operation, a malfunction in any remote input/output channel shall affect the operation of only that channel and not the operation of the CPU or any other channel.

d. Isolation shall be used between all internal logic and external power circuits. This isolation shall meet the minimum specification of 1500 VRMS. Provide optically isolated I/O components which are compatible with field devices.

e. Each I/O module shall contain visual indicators to display ON/OFF status of individual input or output points.

f. Discrete output modules shall be provided with self-contained fuses for overload and short circuit protection of the module.

g. All input/output modules shall be color coded and titled with a distinctive label.

2.2.6 Interfacing

The PLC shall have communication ports and communication modules using the manufacturers standard communication architecture for connections of the Personal computer, Laptop Computer, remote I/O racks and interconnections between SYS 1 PLC and SYS 2 PLC for the redundant backup system of the PLCs.

2.2.7 Program Requirements

a. The programming format shall be ladder diagram type as defined by NEMA IA 2.

b. There shall be a means to indicate contact or output status of the contact or output on the CRT (of the personal computer) or LCD screen (of the laptop computer). Each element's status shall be shown independently, regardless of circuit configuration.

c. The program shall be full featured in its editing capabilities (e.g. change a contact from normally open to normally closed, add instructions, change addresses, etc.).

2.2.8 Diagnostics

The CPU shall continuously perform self-diagnostic routines that will provide information on the configuration and status of the CPU, memory, communications and I/O. The diagnostic routines shall be regularly performed during normal system operation. A portion of the scan time of the controller should be dedicated to perform these housekeeping functions. In addition, a more extensive diagnostic routine should be performed at power up and during normal system shutdown. The CPU shall log I/O and system faults in fault tables, which shall be accessible for display. When a fault shuts down a CPU, a sequence shall be initiated that will automatically switch over to the other CPU. When a fault affects I/O or communication modules the CPU shall shut down only the hardware affected and continue operation by utilizing healthy system components. All faults shall be annunciated on the alarm annunciator.

2.3 GRAPHICS USER INTERFACE

2.3.1 Enclosure

The Graphics User Interface (GUI) shall be a minimum 15 inch Touchscreen Display with keypad mounted through the door of the PCP as indicated. The PLC shall be set up to normally display it's screen number four on the ~~graphic Display Panel~~GUI graphic, but it shall be capable of sending any of its other screens to the ~~display panel~~GUI. Any combination of the screens shall be capable of being displayed on the Personal Computer and the ~~Graphic Display Panel~~GUI display.

2.3.2 Display Presentation

The process schematic graphic representation shall be as shown on the drawings. Display Red, green, amber, etc. colors on the screen as indicated on the drawings. The indicated lights on the drawing shall display approximately ~~1/2~~1/16 inch in diameter.

2.3.3 Digital Flow and Pressure Indicators

Digital indicators as shown on the drawings shall also be displayed on the Graphics Display Panel to provide the net, issue, and return flow in GPM and pressure in psi of the system and the level in the operating tanks and product recovery tank. The digital indicators shall display the indicated number of digits as shown on the drawings. Each digit shall be approximately ~~3/16~~3/32 inch high.

PART 3 EXECUTION

3.1 PUMP CONTROL PANEL (PCP) AND COMPONENTS

3.1.1 General

a. Where two or more pieces of equipment performing the same function are required, they shall be exact duplicates produced by the same manufacturer. All display instruments of each type shall represent the same outward appearance, having the same physical size and shape, and the same size and style of numbers, characters, pointers, and lamp lenses.

b. The PCP shall include all required resident software programs and hardware to provide the specified sequence of operation. All software optical disks including programming manuals shall be turned over to the Government at the completion of start-up so modification can be done in the field with no outside assistance.

c. It is intended that process controlling devices except field devices, and motor controllers be attached to or mounted within the PCP enclosure and all interconnecting wiring installed prior to shipment to the job site. This is to allow shop testing of the system and to decrease field labor requirements.

d. The PCP shall be shipped fully assembled in one piece after the completion of the shop tests and all defects corrected.

3.1.2 Wiring

3.1.2.1 Methods and Practices

Wiring methods and practices shall be in conformance with NEMA ICS 1, NEMA ICS 2, NEMA ICS 4 and NEMA ICS 6 recommendations as applicable. All wiring to instruments and control devices shall be made with stranded wire, and wiring shall be permanently labeled with conductor/wire numbers within 1 inch of termination points. Labels shall be tubular heat-shrinkable wire markers that remain legible after exposure to industrial fluids and abrasion. Position markers so that wire numbers can be read without disturbing or disconnecting wiring. Use of individual character-markers placed side-by-side is not acceptable. Numbers shall match approved shop drawings. All wiring shall be neatly laced from point of entry into enclosures to termination points with nylon lacing cord or plastic lacing

ties. Lacing within wiring channels is not required.

3.1.2.2 Control Wiring Data Lists

Provide typed Control Wiring Data Lists within each terminal cabinet and the PCP. The data lists shall include: conductor identification number, wire gauge, wire insulation type, "FROM" terminal identification, "TO" terminal identification, and remarks. Submit the preliminary lists and update to As-Built conditions.

3.1.3 Shop Tests

The manufacturer shall shop test the Certified Pump Control Panel (PCP), Personal computer, and lap top computer. Include simulation of field components and provide for fully testing the pump control and annunciator system as a unit before delivery to the project site. The test shall, reveal system defects, including, but not limited to, functional deficiencies, operating program deficiencies, algorithm errors, timing problems, wiring errors, loose connections, short circuits, failed components and misapplication of components. Perform the test prior to shipment to the site and correct problems detected. Repeat the final testing and correction sequence until no problems are revealed and then perform two additional successful tests. Submit certified test report within 15 days after completion of the test. The report shall include a statement that the Pump Control Panel performs as specified. Notify the Governments Contracting Officer and the Command Fuels Engineer 30 days prior to the final shop testing date. The Contracting Officer may require a Government witness at the final test before the PCP is shipped to the site.

3.1.4 Ventilation System

Thermostat T-1, shall control fan F-1 and thermostat T-2 shall control fan F-2. T-1 and T-2 shall be set at 80 degrees F to maintain interior air temperature to 20 degrees F above ambient. Thermostat T-3, set at 100 degrees F, shall provide a non-critical PCP HIGH TEMPERATURE alarm to the alarm annunciator.

3.1.5 Grounding

Connect the PCP ground bar to the building counterpoise via a #10 AWG conductor. Within the enclosure all I/O racks, processor racks, and power supplies, etc. shall be grounded to meet the manufacturer's specifications.

3.1.6 Indicator Lights, Switches, and Pushbuttons

Mount indicator lights, switches, and pushbuttons through the PCP enclosure and arrange to allow easy vision and operation of each device. Provide each device with a nameplate and/or legend plate as indicated on the drawings. Nameplate wordings shall be as indicated on the drawings.

3.1.7 Transient Voltage Surge Suppression Devices

Transient voltage surge suppression (TVSS) devices shall be installed in the PCP to minimize effects of nearby lightning strikes, switching on and off of motors and other inductive loads. TVSS shall be provided for each control circuit ladder. Each ladder may contain any combination of the following devices: PLCs, power supplies (e.g., 24 volt), fans, relays, lights, switches etc. TVSS shall also be provided for PLC I/O originating

outside of the building.

3.1.8 Terminal Blocks

As a minimum, any PCP device that connects to a field device (devices not located in the PCP) shall be connected to a terminal block. A connection diagram similar to the drawings shall be provided to the field contractor for field connections to the PCP.

3.1.9 Circuit Breakers

As a minimum, any 120 volt PCP device i.e. (fans, lights, power receptacles, 24 VDC power supplies, PLC CPUs, PLC I/O racks) shall be provided with an individual circuit breaker. Additionally 120 volt terminal boards connecting to field devices (devices not located in the PCP) shall be protected by a 120 volt circuit breaker.

3.1.10 Uninterruptible Power supplies

The Pump Control Panel (PCP) shall contain three uninterruptible power supplies (UPS) each connected to a dedicated circuit. As shown on the drawings one UPS shall supply PLC System 1, one UPS shall supply PLC System 2, and the third UPS shall supply the miscellaneous device power. The UPSs output capacity shall be sufficient to drive all the equipment connected plus 25 percent. The UPSs shall be mounted on shelves near the bottom of the PCP but not rest on the floor of the PCP.

3.1.11 Power Supplies

Provide and install all 120VAC and 24VDC power supplies as required. Size the power supplies for the load plus 25 percent. Supply all field devices, which require power and are controlled or monitored from the PCP, from power supplies in the pump control panel. Provide a 120V receptacle in the PCP for use by the Laptop computer. Completely install interconnecting wiring between UPSs and PLC power supplies prior to shipment to the job site.

3.1.12 Alarm Annunciator and Horns

Initiate signals by hardwired field contacts or by PCP outputs as required. The annunciator shall energize alarm horns, both an integral panel mounted vibrating horn and remote horns, and flash the appropriate annunciator lamp. The minimum number of windows shall correspond to the number of alarm points, plus 15 percent spare. The drawings indicate panel layout and the alarms to be annunciated.

3.1.12.1 Non-critical Alarms

Non-critical alarm windows shall be white with black lettering and shall sound the PCP mounted vibrating horn and the exterior mounted vibrating horns.

3.1.12.2 Critical Alarms

Critical alarm windows shall be red with white lettering and shall sound the PCP mounted vibrating horn and the exterior mounted resonating horns. Critical alarms shall also cancel all automatic pump starts in the PLC.

3.1.12.3 Alarm Sequence

Alarm sequence for each alarm shall be as follows (ISA 18.1 sequence 'A').

a. For a normal condition, visual indicator and horns will be off.

b. For an alarm condition, visual indicator will flash and horns will sound (this condition will be locked in).

c. Upon acknowledgment of the alarm condition, visual indicator will be steady on and the horns will be off.

d. If, after acknowledgment of an alarm condition, another alarm condition is established, the new alarm will cause the appropriate window to flash and the horn to sound.

e. When condition returns to normal after acknowledgment, the visual indicator and the horn will be off.

3.1.13 Personal Computer

The personal computer shall be a stand alone, desk top mounted unit. The personal computer shall download system parameters from the PLCs for display. The personal computer shall also upload new set point values that the operator has changed using the personal computer keyboard, after a password has been entered.

3.1.13.1 Screen Number 1

The general opening screen shall as a minimum display the name and location of the installation (e.g. Seymour Johnson Air Force Base, North Carolina), name of the project (e.g., Type III Hydrant Fueling System) and screen navigation information.

3.1.13.2 Screen Number 2

At a minimum display the following items. Continuously update the values; a 2 second delay maximum between updates is acceptable.

System Issue Rate	xxxx GPM
System Return Rate	xxxx GPM
System Net Flow	xxxx GPM
System Pressure	xxxx PSI
System Operation Mode	Auto/Off/Flush/Tightness test
Active System	Sys-1/Sys-2

Lead Pump	1/2/3
Fuel Pump #1	On/Off xxxxx.x HOURS
Fuel Pump #2	On/Off xxxxx.x HOURS
Fuel Pump #3	On/Off xxxxx.x HOURS
Backpressure Control Valve	Closed/Enabled/OPEN
Jockey Pump (Leak Detection System Pump)	On/Off xxxxx.x HOURS
Flush Valve	Closed/Defuel
Tank 1 Outlet Valve	Open/Closed
Tank 2 Outlet Valve	Open/Closed
Tank 1 Receipt Valve	Open/Closed
Tank 2 Receipt Valve	Open/Closed
Receipt Bypass Valve	Open/Closed
Manifold Setup Valve I34	Open/Closed
Manifold Setup Valve I35	Open/Closed
Manifold Setup Valve R10	Open/Closed
Manifold Setup Valve R11	Open/Closed
Only one of the words separated by a slash (/) shall be displayed. The xxxxx.x HOURS is the fuel pumps elapsed run time and the value shall not be lost when the lead PLC is switched. The pump and valve status words shall be color coded to match the colors used on the graphic display screen.	

3.1.13.3 Screen Number 3

The following table shall be displayed. The table lists the set points that can be adjusted using the operator interface. A password shall be entered

before the "current value" can be adjusted. The value entered can only be a number within the "set point range". The "default value" is the value held in the program that is loaded into EEPROM memory (This screen may require more than one display screen.).

SET POINT DESCRIPTION	SET POINT RANGE	DEFAULT VALUE	CURRENT VALUE
Issue flow to start second pump in the sequence	450 to 650 gpm	560 gpm	xxx gpm
Return flow to enable next pump in sequence to start	10 to 100 gpm	40 gpm	xxx gpm
Return flow to stop second pump in the sequence (lag pump)	500 to 800 gpm	700 gpm	xxx gpm
Return flow to initiate lead pump shutdown sequence	500 to 800 gpm	560 gpm	xxx gpm
Timer to enable second pump to start	0 to 120 seconds	10 seconds	xx seconds
Timer to stop second pump	0 to 120 seconds	15 seconds	xx seconds
Timer to stop first pump	0 to 15 minutes	10 minutes	xx seconds
Timer to disable Back Pressure Control Valve	0 to 360 seconds	60 seconds	xx seconds
Timer to establish fueling pump failure	5 to 30 seconds	15 seconds	xx seconds

3.1.13.4 Screen Number 4

Duplicate the Graphic Display Drawing showing a schematic of the process flow. Refer to this screen as the graphical display. Display many operating parameters here as required in later paragraphs of this specification.

3.1.13.5 Screen Number 5

This screen is a duplicate of the Alarm Annunciator and shall be superimposed over the current active screen on the personal computer monitor when an alarm is activated.

3.1.13.6 Screen Number 6

This screen is designed solely for assisting the testing team during initial start up to watch all of the significant parameters of the systems operation simultaneously on one screen. Include the system parameters (i.e. flows, pressures, and status) from screen 2, the set points from

screen 3, and timers for all of the actions that will take place following a delay function.

3.1.13.7 Screen Number 7

This screen is designed solely for displaying the seven graphs as described in Section 33 08 53 AVIATION FUEL DISTRIBUTION SYSTEM START-UP. Display the following values concurrently against time: Issue flow, Issue pressure, Return flow, Pump #1 discharge pressure, Pressure upstream of BPCV, Pressure downstream of BPCV, and Hydrant Pit Pressure. The personal computer shall be capable of storing up to 1 week of data corresponding to the above values. The system shall be able to produce graphs on the screen of this data and print the data in seven colors on the laser printer.

3.1.13.8 Screen Number 8

This screen is an alarm history screen, referred to as the Alarm History Display. This screen shall be capable of storing and displaying all alarms that have occured in the system for at least a period of 30 days.

3.1.13.9 Screen Number 9

This screen is designed solely for displaying the parameters and process involved in the Tightness Test as described in this specification and on the drawings. Display the following values concurrently against time: Pressure (as sensed by PIT3) . The system shall be able to produce graphs on the screen of this data and be able to print the data in color on the laser printer.

3.1.14 Laptop Computer

The Laptop computer is used to create, edit, and load the ladder logic program into the PLCs and the operator interface graphics control program into the personal computer. The Laptop is also used to monitor the PLCs memory and ladder logic program. Store the computer in a lockable cabinet located within the Pump Control Panel.

3.2 PROGRAMMABLE LOGICAL CONTROLLER (PLC) HARDWARE AND SOFTWARE

3.2.1 General

The basic operation of the redundant PLC system is (Reference "Control System Block Diagram" on the drawings):

a. CPU-1 and it's associated I/O rack (I/O-1) sends system outputs to appropriate devices and receive input signals from System-1 redundant field devices (PIT-1, DPT-1, DPT-3, flow switches, valve limit switches), System-2 redundant field devices (PIT-2, DPT-2, DPT-4, flow switches, valve limit switches), and all nonredundant field devices as listed on the drawings.

b. CPU-2 and it's associated I/O rack (I/O-2) sends system outputs to appropriate devices and receive input signals from System-1 redundant field devices (PIT-1, DPT-1, DPT-3, flow switches, valve limit switches), System-2 redundant field devices (PIT-2, DPT-2, DPT-4, flow switches, valve limit switches), and all nonredundant field devices as listed on the drawings.

c. Within each rack (I/O-1 and I/O-2) System-1, System-2, and nonredundant

inputs and outputs shall not be mixed on the same input/output module.

d. Under normal operation: The system input select switch is in the "SYS-1" position. CPU-1 is controlling the system using System-1 and nonredundant inputs from I/O-1 and any set point changes from the personal computer. CPU-2 is being updated by CPU-1 or concurrently monitoring System-1 inputs from I/O-2.

e. If under normal operation CPU-1 recognizes that a System-1 input has failed (see note below) it shall change over to the System-2 redundant input on I/O-1 and report the failure to the personal computer alarm screen.

   Note: The pressure indicating transmitters and the differential pressure transmitters are the only devices that the PLC can monitor for a possible failure. Failures shall be defined in the following manners: When the pressure indicating transmitters differ from each other by more than 10 psig after a ten second delay, assume the lower reading transmitter has failed. When the issue differential pressure transmitters differ from each other by more than 30 gpm after a ten second delay, assume the lower reading transmitter has failed. When the return differential pressure transmitters differ from each other by more than 20 gpm after a ten second delay, assume the lower reading transmitter has failed.

f. During normal operation there are two ways for CPU-2 to take control of the system: 1) CPU-1 identifies its own internal fault and hands over control to CPU-2. 2) CPU-2 identifies a fault in CPU-1 and takes control from CPU-1. When CPU-2 is in control of the system it shall annunciate the fault condition and shall be using any updated inputs from the personal computer and shall use System-1 inputs. If CPU-2 senses a fault on a System-1 input it shall then switch over to the appropriate System-2 input. If power is lost to System-1 inputs then CPU-2 shall use all of the System-2 inputs.

g. CPU-2 shall also report any of its internal faults to CPU-1 and CPU-1 shall report any faults it detects in CPU-2.

h. When the operators think the system is not working and the PLCs do not detect any faults the operator can move the system input select switch from the "SYS-1" position to the "SYS-2" position. With the switch in the "SYS-2" position the PLCs are using System-2 inputs.

3.2.2 Programs

a. Provide two copies of all working programs (i.e. PLC logic, personal computer) on read only CD or DVD as well as a printed program listing.

b. The Contractor (programmer) shall provide rung comments (documentation) in the ladder logic program. Each device, on the ladder, shall be identified as to the type of device, i.e. limit switch XX, flow indicator XX, motor starter XX, etc. Rung comments shall be provided for input and output rungs. The programmer shall also provide a comment describing the function of each rung or group of rungs that accomplish a specific function.

3.3 GRAPHICS USER INTERFACE

Ship the graphic user interface fully assembled in one piece after it has

been shop tested as an integral part of the pump control panel and all defects corrected. The graphic user interface shall be able to depict the same screens as the personal computer displays. The default screen on the GUI shall be the PC. The other screens that the personal computer can display shall also be able to be chosen from the personal computer to be displayed here.

3.4 GRAPHICS DISPLAY SCREEN

3.4.1 General

The graphic display screen shall be capable of being displayed on the personal computer monitor and the Graphics User Interface.

3.4.2 Display Presentation

Depict the process fuel flow schematically as indicated on the drawings. Integrate red, green, and amber symbols integrated with the process schematic to provide current equipment status graphically. Locate the symbols immediately adjacent to related equipment symbol.

3.4.3 Process Schematic

The process schematic graphic representation shall utilize conventional symbols when possible. Size and space symbols and flow lines so as to provide a clear representation of the system process. The Graphic Display shall be suitable for supervised field modification when future items are added. Minor changes may be incorporated to allow proper line width and spacing. Component arrangement, piping routing, and location of valves shall match the flow diagram. The Graphic Display layout requires Government approval.

3.4.4 Digital Flow and Pressure Indicators

Provide digital displays for the flows, pressures, and levels as indicated on the drawings.

3.5 INSTALLATION

Installation shall conform to the manufacturer's drawings, written recommendations and directions.

3.5.1 Shop Drawing

The shop drawing shall be clear and readable and preferably drawn using a computer aided drafting package. At the conclusion of the project the diagram drawings shall be redrafted to include all as-built conditions. These updated drawings shall be included in the O&M Manuals and appropriate section of the drawings placed in a data pocket located in each of the enclosures. The shop drawing at a minimum shall show:

a. Overall dimensions, front, side and interior elevation views of the PCP showing size, location and labeling of each device.

b. Overall dimensions, front elevation of the GDP showing graphical layout and size, location and labeling of each device.

c. Power ladder diagram indicating power connections between TVSS, power conditioners, PLCs, power supplies and field and panel devices. Any

terminal block connection numbers used shall be indicated.

d. Control ladder diagram indicating control connections between field and devices and PLC I/O modules. Terminal block connection numbers and PLC terminal numbers shall be indicated.

e. Communication connections between PLCs and I/O racks. Communication channel numbers shall be indicated.

f. Bill of materials.

g. Written control sequence covering all inputs, outputs, and control scheme.

3.5.2 System Start-Up and Testing

a. At PCP start-up and testing provide personnel, on site, to provide technical assistance, program fine tuning, and to start-up and test the system. Start-up and testing shall be coordinated with the overall fueling system start-up test specified in Section 33 08 53, AVIATION FUEL DISTRIBUTION SYSTEM START-UP. Prior to this test, all connections shall have been made between the PCP, the personal computer, the motor control center, and all field devices. In addition, check wiring for continuity and short circuits. Adjust set point values, timing values, and program logic as required to provide a functional hydrant fuel control system. Once the system has been fine tuned and passed the system test, load the new system default values into the PLC EEPROM and adjust the personal computer screens to indicate the new values.

b. Submit a step-by-step testing procedure of the PCP, Testing Plan. Design the test to show that every device (lights, switches, personal computer display screens, alarms, etc.) on the PCP and personal computer is in working order and that the PLC program controls the system per specifications. Perform the test in conjunction with Section 33 08 53 AVIATION FUEL DISTRIBUTION SYSTEM START-UP. Include a place for the contractor and Government representative to initial each step of the plan after satisfactory completion and acceptance of each step. Certify and submit the complete initialed testing plan, Record of Test.

3.5.3 Training Plan for Instructing Personnel

Upon completion of the system start-up a competent technician regularly employed by the PCP manufacturer shall hold a training class for the instruction of Government personnel in the operation and maintenance of the system. Provide both classroom type theory instruction and hands-on instruction using operating equipment provided. The period of instruction shall be a minimum of three 8-hour working days. The training shall be designed to accommodate 8 operators, four maintenance personnel, and two programmers. The Government shall receive written notice (via Contracting Officer) a minimum of 14 days prior to the date of the scheduled classes.

a. Furnish a written lesson plan and training schedule for Government approval at least 60 days prior to instructing operating, maintenance and programming personnel. Concurrently submit above to the MAJCOM for their input into the review process. Approval of lesson plan will be based on both Government and MAJCOM concurrence. This plan shall be tailored to suit the requirements of the Government. The training shall be divided into three separate classes. Each class shall be tailored

to a specific group of personnel. The groups are: 1) Operators, those that will use the control system on a day to day basis; 2) Maintenance personnel, those that will perform routine and non-routine maintenance and trouble shooting of the control system; 3) Programmers, those that will make changes to and trouble shoot the PLC and personal computer programs. The training program shall provide:

(1) a detailed overview of the control system including the complete step-by-step procedures for start-up, operation and shut-down of the control system.
(2) a general overview of programmable logic controllers
(3) the maintenance of equipment installed
(4) the programming of the PLC and Personal Computer
(5) trouble shooting of the system

b. Use the complete approved Operation and Maintenance manuals for Section 33 09 54 PUMP CONTROL AND ANNUNCIATION SYSTEM (TYPE - IV) and 26 20 00 INTERIOR DISTRIBUTION SYSTEM (specifically pertaining to the motor control center and its relay ladder diagrams) for instructing operating personnel. Include both classroom and hands-on field instruction. Record the class in DVD format.

c. Also provide training courses in DVD format covering system overview, operation, maintenance, trouble shooting, and programming. Produce these DVDs off-site using the supplied Pump Control Panel as the teaching aid, or commercially produced DVDs by the PLC manufacturer or third party who specializes in training on PLC systems. In conjunction with the DVDs, provide workbooks, which follow along with the DVDs.

3.6 PLC CONTROL SYSTEM SEQUENCE OF OPERATION

3.6.1 General

The following describes general functions of the fueling system components.

3.6.1.1 Abbreviations

a. SYS-1: components of System #1 including UPS#1, power supplies, CPU-1, I/O-1, and system #1 input and outputs.

b. SYS-2: components of System #2 including UPS#2, power supplies, CPU-2, I/O-2, and system #2 input and outputs.

c. CPU-1: SYS-1 PLC CPU.

d. CPU-2: SYS-2 PLC CPU.

e. I/O-1: SYS-1 PLC input/output modules.

f. I/O-2: SYS-2 PLC input/output modules.

g. PCP: Pump Control Panel.

h. PC: Personal Computer.

i. UPS: Uninterruptible Power Supply.

j. GUI: Graphic User Interface

3.6.2 Operating Tanks

3.6.2.1 Level Control (Float Switches)

Each operating tank has four level float switches to measure low-low, low, high and high-high levels. The switches are DPDT for the redundancy and each pole shall be connected to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing.

a. Low-Low Level: When the low-low level float is activated the associated tank's graphic display low-low level light shall light. If the tank's outlet valve is not fully closed the alarm annunciator's low-low level critical alarm sequence activates, fueling pumps running in automatic mode shall be disabled and no pump shall be allowed to start automatically. If all tanks are at low-low level, no fueling pumps shall start automatically.

b. Low Level: When the low level float is activated the associated tank's graphic display low level light shall light and the alarm annunciator's low level non-critical low level alarm sequence activates.

c. High Level: When the high level float is activated the associated tank's graphic display high level light shall light and the alarm annunciator's non-critical high level alarm sequence activates.

d. High-High Level: When the high-high level float is activated the associated tank's graphic display high-high level light shall light, the alarm annunciator's critical high-high level alarm sequence activates, fueling pumps running in automatic mode shall be disabled and no pump shall be allowed to start automatically. Additionally the pump control panel shall de-energize the solenoid on the tank's high level shutoff valve to force it closed.

3.6.2.2 Level Control (Electronic Level Switches)

Each operating tank has level switches to monitor low-low, low, high, and high-high fuel levels. Connect the switches to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. The following alarms shall be reported.

a. Low-Low Level: When the low-low level elevation is attained the associated tank's GDP low-low level light shall light. The alarm annunciator's critical alarm sequence activates, the tank's fueling pumps running in automatic mode shall be disabled and these pumps shall not be allowed to start automatically. If both tanks are at low-low level, no fueling pumps shall start automatically.

b. Low Level: When the low level elevation is attained the associated tank's GDP low level light shall light. The alarm annunciator's non-critical alarm sequence activates.

c. High Level: When the high level elevation is attained the associated tank's GDP high level light shall light and the alarm annunciator's non-critical alarm sequence activates.

d. High-High Level: When the high-high level elevation is attained the associated tank's GDP high-high level light shall light, the alarm annunciator's critical alarm sequence activates, fueling pumps running in automatic mode shall be disabled and no pump shall be allowed to

start automatically. Additionally the pump control panel shall de-energize the solenoid on the tank's high level shutoff valve to force it closed.

3.6.2.3 Outlet Valve

Each operating tank's outlet valve has two limit switches to indicate valve position. The closed limit switch is DPDT for redundancy and each pole shall be connected to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. The closed limit switch shall close when the valve is fully closed. When the closed limit switch is closed the associated tank's valve graphic display closed light shall activate. When the valve is fully open, the open limit switch is closed. At this time the associated tank's valve graphic display open light shall activate.

3.6.3 Product Recovery Tank

3.6.3.1 Fuel Transfer Pump (FTP)

The pump's motor controller has a status relay to indicate the on/off status of the pump. Connect the status relay to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. When status relay is open the pump's graphic display off light shall light. When the status relay is closed the pump's graphic display on light shall light. Also use the status relay state to start and stop the pumps elapsed run time timer.

3.6.3.2 Overfill Valve (OV)

The tank's overfill valve has a limit switch to indicate valve position. The switch is SPST and shall be connected to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. The switch shall close when the valve is fully closed. When the limit switch is closed the tank's graphic display valve closed light shall light and the alarm annunciator's non-critical alarm sequence activates. When the limit switch is open the tank's graphic display valve open light shall light.

3.6.3.3 High Level Alarm

The tank has a high level alarm float switch. Connect the switch, SPST, to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. When the high level alarm float is activated the tank's graphic display high level light shall light and the alarm annunciator's critical alarm sequence activates.

3.6.3.4 High-High Level Alarm

The tank has a high-high level alarm float switch. Connect the switch, SPST, to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. When the high-high level alarm float is activated the tank's graphic display high-high level light shall light and the alarm annunciator's critical alarm sequence activates.

3.6.3.5 Leak Detection

The tank has a leak detection system. Connect the leak detection systems alarm relay to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. When the leak alarm is activated the alarm annunciator's non-critical alarm sequence activates.

3.6.4 Fueling Pumps (FP)

There are three fueling pumps with a maximum of two pumps running at one time in the automatic mode. The lead pump selector switch selects the pump starting sequence. Each pump's motor controller has a status relay to indicate the on/off status of the pump. Connect the status relay to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. When status relay is open the associated pump's graphic display off light shall activate and screen number 2 shall indicate on. When the status relay is closed the associated pump's graphic display on light shall activate and screen number 2 shall indicate off. Also use the status relay state to start and stop the pumps elapsed run time timer and display on screen number 2.

3.6.5 Flow Switch, Fueling Pump

On the discharge side of each pump is a flow switch to indicate positive flow (fail safe feature). The flow switch is DPDT for redundancy and each pole shall be connected to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. If the PLC has given a signal to start a pump and the flow switch has not closed before the set point timer expires or if the flow switch opens after the pump has been running then the pump shall be in a failure state and it shall be disabled (taken out of the starting sequence), the alarm annunciator's non-critical alarm sequence shall also be activated, and the next pump in the start sequence started. After the PLC has stopped all of the pumps, any failed pump shall be added back into the start sequence.

3.6.6 Transmitters

3.6.6.1 Pressure Indicating Transmitter (PIT)

The PIT's measure system pressure in pounds per square inch. There are two PITs connected to the PCP for redundancy. PIT-1 and PIT-2 are connected to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. The system pressure is sent to personal computer display. PIT-3 is connected directly to the Tightness Test Panel.

3.6.6.2 Differential Pressure Transmitter (DPT)

he DPT's measure flow in gallons per minute. There are two issue DPTs (DPT-1 and DPT-2) and two return DPTs (DPT-3 and DPT-4) for redundancy. The DPTs are connected to both SYS-1 and SYS-2 as indicated on the Terminal Block Connection drawing. The net flow is sent to the personal computer display. The issue rate, return rate and net flow shall be displayed on the personal computer.

3.6.6.3 Pressure Sensors (PS)

The PS measure system pressure in pounds per square inch. There are three PS installed on the system and there are PCP preparations made for a fourth PS to be temporarily wired in from a Hydrant Pit. PS-1, PS-2, PS-3, and PS-4 are connected to SYS-1 only as indicated on the Terminal Block Connection drawing. These sensors shall report various system pressures to the personal computer to be used for the creation of the system graphs as required for screen 7 and described in Section 33 08 53 AVIATION FUEL DISTRIBUTION SYSTEM START-UP.

3.6.7 Control Valves

3.6.7.1 Flushing Valve (FV)

Connect the FV to I/O-1, I/O-2 and UPS#3 as indicated on the Terminal Block Connection drawing. Activate the graphical display open and closed lights and screen number 2 status based on the PLC's output status for the valve. Base the valve status on the table listed below.

Flushing Valve Operation - One Solenoid			
Fueling Mode per PCP Selector Switch	Valve Action	Solenoid	Graphical Display
Re-Fuel or Auto Mode	Open	De-energized	Open
Loop Flush	Open	De-energized	Open
Pantograph Flush	Closed	Energized	Closed
Off Mode	Open	De-energized	Open
Tightness Test	Open	De-energized	Open

3.6.7.2 Backpressure Control Valve (BPCV)

The BPCV shall be connected to I/O-1, I/O-2 and UPS #3 as indicated on the Terminal Block Connection drawing. The graphical display enabled and closed lights and screen number 2 status shall activate based on the PLC's output status for the valve. The valve status shall be based on the table listed below.

Backpressure Control Valve Operation - Solenoid			
Fueling Mode per PCP Selector Switch	Valve Action	Solenoid A	Graphical Display
Re-Fuel / Pumps on	Enabled	Energized	Enabled
Re-Fuel / Pumps off	Open	Energized	Open
Both Flush Modes	Open	De-energized	Open

Backpressure Control Valve Operation - Solenoid			
Fueling Mode per PCP Selector Switch	Valve Action	Solenoid A	Graphical Display
Off Mode	Open	De-energized	Open

3.6.8 Safety Circuit

3.6.8.1 Emergency Stop Status

Connect the emergency stop circuit status relay (ER1) N.O. contact to I/O-1, I/O-2 and UPS#3 as indicated on the Terminal Block Connection drawing. When the circuit is activated the alarm annunciator's critical alarm sequence is activated and any calls to start fueling pumps shall be canceled and no additional pump start signals shall be sent until the circuit has been reset. The fueling pumps will actually be stopped by a emergency stop circuit status relay (ER2) N.O. contact in the fuel pump motor control circuit located in the motor control center.

3.6.8.2 Emergency Shutoff Valves (ESO) Status

Connect the ESO status relay (ER2) N.O. contact to I/O-1, I/O-2 and UPS#3 as indicated on the Terminal Block Connection drawing. When the relay is closed the GDP valve open lights shall light. When the relay is open the GDP valve closed lights shall light.

3.6.8.3 Circuit Power Status

Connect the safety circuit power status relay (ER3) N.O. contact to I/O-1, I/O-2 and UPS#3 as indicated on the Terminal Block Connection drawing. When the relay is closed the PCP emergency circuit power on light shall light.

3.6.9 Pump Control Panel

3.6.9.1 CPU Faults

The PCP mounted CPU-1 and CPU-2 on lights are connected to both SYS-1 and SYS-2. The associated CPU light shall light when no system faults are detected. When a fault is detected by the CPU or it's redundant CPU the faulted CPU's on light shall be turned off and the alarm annunciator's non-critical alarm sequence shall be activated.

3.6.9.2 Input Select Switch

The 2-position input select switch controls which inputs (System-1 or System-2) are being used. Connect each switch position to both SYS-1 and SYS-2. The OI display indicates the active system.

3.6.9.3 Mode Select Switch

The 4-position switch selects what mode of fueling is active: Re-Fueling, pantograph flush, or off. Each switch position shall be connected to both

SYS-1 and SYS-2. The screen number 2 status shall indicate the active mode.

3.6.9.4 Lead Pump Selector Switch

The 3-position switch selects which pump is the lead pump. The switch position fixes the starting sequence for all pumps. The sequences shall be 1-2-3, 2-3-1, and 3-1-2. The off sequence shall be the reverse of the start sequence; therefore, first on will be last off. A maximum of two pumps are allowed to run at one time. If a pump fails to start or fails during operation, that pump shall be disabled and the next pump in the sequence started. The screen number 2 status display shall indicate the lead pump.

3.6.9.5 PCP Temperature Alarm

The alarm thermostat when activated shall activate the alarm annunciator's non-critical alarm sequence.

3.7 OPERATING PROGRAM REQUIREMENTS

Store the control system's logic program on an EEPROM chip. Permanently store default values of operator adjustable parameters on the chip with the capability of resetting the values in RAM to the values within the range specified below. The default values can be changed through the use of the personal computer (after the correct password has been entered). After loss of power and battery failure the adjustable settings shall revert back to the default values located on the chip. The default values shown here shall be reset to the values determined during the system start up and test.

SET POINT DESCRIPTION	SET POINT RANGE	DEFAULT VALUE
Issue flow to start second pump in sequence	450 to 650 gpm	560 gpm
Return flow to enable next pump in sequence to start	10 to 100 gpm	40 gpm
Return flow to stop second pump in sequence (lag pump)	500 to 800 gpm	700 gpm
Return flow to initiate lead pump shutdown sequence	500 to 800 gpm	560 gpm
Timer to enable second pump to start	0 to 120 seconds	10 seconds

SET POINT DESCRIPTION	SET POINT RANGE	DEFAULT VALUE
Timer to stop second pump	0 to 120 seconds	15 seconds
Timer to stop first pump	0 to 15 minutes	10 minutes
Timer to establish fueling pump failure	5 to 30 seconds	15 seconds
Should the operator enter a value not within the range for that parameter, the personal computer shall indicate "INVALID ENTRY" and revert back to the previous value.		
A number inside braces, {x}, in the following paragraphs indicates that the number may be changed by the operator via the operator interface within the Set Point Range listed above.		

3.8 RE-FUELING MODE - REFUELING CONDITION

To start an aircraft fueling operation, an operator connects fueling equipment such as a pantograph to an aircraft and to a hydrant control valve. The operator opens the hydrant control valve by use of an hydraulic operated "Deadman":

a. The lead pump will start when the local Start pushbutton is pushed.

b. The BPCV solenoid shall be energized to enable the valve to modulate the system pressure at it's set point.

c. With the lead pump running, ±600 gpm will flow through the issue venturi. The system pressure upstream of the BPCV will increase to the BPCV set point of 130 psig. At this pressure the BPCV will start to open and the valve will modulate as required to pass sufficient flow through the return venturi to maintain pressure upstream of the valve.

d. With lead pump running and an issue venturi flow rate greater than {560} gpm and a return venturi flow rate greater than {40} gpm the lead pump will continue to run and the BPCV will modulate to pass flow as necessary to maintain upstream system pressure.

e. With the lead pump running and an issue venturi flow rate greater than {560} gpm and a return venturi flow rate less than {40} gpm a {10} second timer shall start. If issue venturi flow rate falls below {560}

gpm or the return venturi flow rate rises above {40} gpm before the timer expires, the timer shall reset, and no changes shall be made to the pump and valve status.

f. After the timer expires: The second pump shall start.

g. With the lead pump running and an issue venturi flow rate greater than {1160} gpm and a return venturi flow rate greater than {40} gpm and less that {700} gpm the lead and second pumps shall continue to run and the BPCV shall modulate as necessary to maintain system pressure.

h. With the lead and second pumps running and an issue venturi flow rate greater than {1160} gpm and a return venturi flow rate greater than {700} gpm a {15} second timer shall start. If issue venturi flow rate falls below {1160} gpm or the return venturi flow rate falls below {700} gpm before the timer expires, the timer shall reset and no changes shall be made to the pump and valve status.

i. After the timer expires: The second pump shall be stopped.

j. When a fueling pump is called to start, a 15 second timer shall start. If the timer expires before the flow switch closes the pump shall be called off, the alarm annunciator's associated non-critical alarm sequence shall activate and the next pump in the sequence shall be called to start.

k. If a fueling pumps flow switch opens after the pump successfully started the pump shall be called off, the alarm annunciator's associated non-critical alarm sequence shall activate and the next pump in the sequence shall be called to start.

l. When a fueling operation is complete the operators will depress the Stop button and the lead pump shall stop and the BPCV shall be de-energized.

m. If the operators forget to depress the stop button following completion of a fueling operation, a timer will be counting down at all times that the system is showing issue flow of greater than {560} gpm and a return flow of greater than {560} gpm. This timer will be 10 minutes and upon reaching 10 minutes the lead pump shall be shut down and the BPCV shall be de-energized.

3.9 LOOP FLUSH MODE

This mode shall be used when the system needs to be flushed of water or sediment. The operators will first place the manual valves in the desired position to select the appropriate flow path. Placing the selector switch in "loop flush" the following shall occur:

a. The BPCV solenoid shall be de-energized to force it open.

b. Start the fueling pump(s) manually using the Hand-Off-Auto or Hand-Auto switch to obtain the desired flow rate. The automatic pump starts shall be disabled in this mode.

c. When a fueling pump is started, a 15 second timer shall start. If the timer expires before the flow switch closes the alarm annunciator's associated non-critical alarm sequence shall activate.

d. If a fueling pumps flow switch opens after the pump successfully started the alarm annunciator's associated non-critical alarm sequence shall activate.

3.10 PANTOGRAPH FLUSH MODE

This mode shall be used when pantographs need to be flushed of water or sediment. The operators will first place the manual valves in the desired positions to select the appropriate flow path. Placing the selector switch in "pantograph flush" the following shall occur:

a. The BPCV solenoid shall be de-energized to force it open.

b. The Flushing valve solenoid shall be energized to force it closed.

c. Start the fueling pump(s) manually using the Hand-Off-Auto or Hand-Auto switch to obtain the desired flow rate. The automatic pump starts shall be disabled in this mode.

d. When a fueling pump is started, a 15 second timer shall start. If the timer expires before the flow switch closes the alarm annunciator's associated non-critical alarm sequence shall activate.

e. If a fueling pumps flow switch opens after the pump successfully started the alarm annunciator's associated non-critical alarm sequence shall activate.

3.11 OFF MODE

a. Automatic starting of fueling pumps shall be disabled. All other functions (GDP, alarm annunciator, operator interface, control valve solenoids, etc.) shall be active to allow manual control of the fueling pumps using the Hand-Off-Auto or Hand-Auto switch.

b. When the first pump has been started:

(1) The BPCV solenoid 'A' shall be energized to enable the valve to modulate the system pressure at it's set point.

c. The second and third pumps maybe started or stopped manually as needed by the operator.

d. After the last pump has been stopped:

(1) The BPCV solenoid 'A' shall be de-energized.

3.12 TIGHTNESS TEST MODE

This mode shall be used in conjunction with the Tightness Monitoring Panel provided by Spec. Section 33 52 43.11 AVIATION FUEL MECHANICAL EQUIPMENT to perform tightness tests. Placing the selector switch to "TIGHTNESS TEST" the PCP shall send a signal to the Tightness Monitoring Panel telling it that it is ready to perform the tests. At this time it shall also operate three MOV valves, closing I25 and I26 and opening I27. The PCP then receives signals from the Tightness Monitoring Panel to prepare for High Pressure Test, run High Pressure Test, Prepare for Low Pressure Test, run Low Pressure Test, prepare for Second High Pressure Test, run Second High Pressure Test, and when the test is over. The following PCP actions will occur after the corresponding signal:

3.12.1 High Pressure Test Preparation

a. The BPCV solenoid shall be de-energized.

b. The Flush valve solenoid shall be de-energized to force it open.

c. The leak detection system pump will start to obtain pressure.

d. The PCV solenoid shall be Energized.

e. MOV I32 shall be opened.

3.12.2 Run High Pressure Test

a. MOV I32 will be closed.

b. The BPCV solenoid shall be d-energized.

3.12.3 Low Pressure Test Preparation

a. MOV I32 will be opened.

b. The system will remain in this status until such time as the PCP receives a Run Low Pressure test signal from the Tightness Monitoring Panel. Note: The Tightness Monitoring Panel will monitor the loop pressure until it reaches the 50 psi value. It will then instruct the PCP to run the Low pressure test.

3.12.4 Run Low Pressure Test

a. MOV I32 will be closed.

b. The system will remain in this status until such time as the PCP receives a Prepare for Second High Pressure test signal from the Tightness Monitoring Panel. Note: The Tightness Monitoring Panel will wait for a 10 minute settling period to expire, then it will monitor the loop pressure for 2 minutes. Upon finishing this test it will instruct the PCP to prepare for Second High Pressure Test.

3.12.5 Second High Pressure Test Preparation

a. The BPCV solenoid shall be de-energized.

b. The Flush valve solenoid shall be de-energized to force it open.

c. Automatically start the lead fueling pump to obtain pressure.

d. The PCV solenoid shall be de-energized.

e. When a fueling pump is started, a 15 second timer shall start. If the timer expires before the flow switch closes the alarm annunciator's associated non-critical alarm sequence shall activate.

f. If a fueling pumps flow switch opens after the pump successfully started the alarm annunciator's associated non-critical alarm sequence shall activate.

g. MOV I32 will be opened.

h. The pump will continue to run until such time as the run Second High Pressure test signal is received. Note: the Tightness Monitoring Panel is monitoring the Loop pressure and when it is satisfied that it is high enough it will instruct the PCP to Run the Second High Pressure test.

3.12.6 Run Second High Pressure Test

a. MOV I32 will be closed.

b. Fueling pump will be shut off.

c. The BPCV solenoid shall be de-energized.

d. The PCV solenoid will be de-energized. Note: the Tightness Monitoring Panel will wait for a 10 minute settling time to pass, then it will monitor the loop pressure for 2 minutes. Upon finishing this test it will instruct the PCP that testing is finished.

e. The PCP will leave the system as is until such time as the PCP selector switch is placed into a different mode.

3.13 MANUAL OPERATION OF FUELING PUMPS

a. If the PLC system is still active see paragraph OFF MODE.

b. If the PLC system has no power or both CPUs have faulted (CPU lights on PCP off) the pumping system will be in a completely manual mode. The safety circuit will need power so that the ESO solenoids on the non-surge check valves will be open and fuel can flow. The solenoids on the other solenoid controlled valves will be de-energized so the valves will have to be manually opened or enabled for the system to run. Other valves may need to be opened or closed manually by the operators for the system to work properly.

3.14 4-VALVE MANIFOLD SUPERVISION

a. Prior to initiating fueling operations in the automatic or in the test mode, the 4-valve manifold valves and the two tank outlet valves must be in the proper positions for successful fueling operations. The PLC shall monitor valve positions of the 4-valve manifold (sensed by position limit switches for fully opened and fully closed status on valves I34, I35, R10, and R11) and by monitoring valve status on the tank outlet valves (sensed by position limit switches for fully opened and fully closed status on valves I1 and I2). Valve position must conform to the position table listed on drawing M-204b under "Storage Tank Selection".

b. If the system is placed in automatic or test mode the valve selections must conform to the position table on sheet M-204b. If the valve positions do not conform to this table the PCP will show a 4-Valve manifold error on the alarm annunicator. The alarm can be silenced, but will not reset until such time as the valve positions do conform to the table.

-- End of Section --

SECTION 33 52 43.11

AVIATION FUEL MECHANICAL EQUIPMENT
02/10

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 basic designation only.

AMERICAN PETROLEUM INSTITUTE (API)

API RP 1615	(2011) Installation of Underground Petroleum Storage Systems

ASME INTERNATIONAL (ASME)

ASME B16.5	(2009) Pipe Flanges and Flanged Fittings: NPS 1/2 Through NPS 24 Metric/Inch Standard
ASME B40.100	(2005; R 2010) Pressure Gauges and Gauge Attachments

ASTM INTERNATIONAL (ASTM)

ASTM C827/C827M	(2010) Change in Height at Early Ages of Cylindrical Specimens from Cementitious Mixtures

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

NFPA 30	(2012; Errata 2011; Errata 2011) Flammable and Combustible Liquids Code
NFPA 70	(2011; Errata 2 2012) National Electrical Code

STEEL TANK INSTITUTE (STI)

STI 010-50-1000	(2011) Specification and Manual for External Corrosion Protection of Underground Steel Storage Tanks

U.S. DEPARTMENT OF DEFENSE (DOD)

MIL-DTL-24441	(2009; Rev D) Paint, Epoxy-Polyamide, General Specification for
MIL-DTL-83133	(2011; Rev H; Am 1 2012) Turbine Fuels, Aviation, Kerosene Type, JP-8 (NATO F-34), NATO F-35 and JP-8 + 100 (NATO F-37)
MIL-STD-130	(2007; Rev N) Identification Marking of U.S. Military Property

MIL-STD-161	(2005; Rev G; Notice 1 2010) Identification Methods for Bulk Petroleum Products Systems Including Hydrocarbon Missile Fuels

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

40 CFR 280	Technical Standards and Corrective Action Requirements for Owners and Operators of Underground Storage Tanks (UST)

UNDERWRITERS LABORATORIES (UL)

UL 58	(1996; Reprint Jul 1998) Steel Underground Tanks for Flammable and Combustible Liquids

1.2 ADMINISTRATIVE REQUIREMENTS

Submit detail drawings consisting of illustrations, schedules, performance charts, instructions, brochures, diagrams, and other information to illustrate the requirements and operation of the equipment and systems. Provide the drawings as one package with the design analysis. Shop fabrication drawings shall include type of material, configuration, thickness, and necessary details of construction of the steel tank and vault. Shop drawings shall also show the steel grating and supports. Submit Manufacturer's Catalog Data and Certificates of Compliance. Operation and maintenance information shall be submitted for the equipment items or systems listed in PART 2. Automatic pump controls shall include step-by-step procedures required for system startup, operation, and shutdown. Refer to Section 01 78 23.33 OPERATION AND MAINTENANCE MANUALS FOR AVIATION FUEL SYSTEMS for the information to be submitted for various types of equipment and systems.

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

Meters; G
Venturi Tubes; G
Water Draw-off System; G
Operating Tank Vent; G
Hydrant Outlet Pits and Isolation Valve Pits; G
High Point Vent and Low Point Drain Pits; G
Product Recovery Tank and Accessories; G
Tightness Monitoring System; G

SD-03 Product Data

Pressure Gages; G
Automatic Pump Controls; G
Meters; G.
Product Recovery Tank and Accessories; G
Operating Tank Vent; G.

Hydrant Outlet Pits and Isolation Valve Pits; G
High Point Vent and Low Point Drain Pits; G
Operating Tank Level Indicator; G
Operating Tank Level Switches; G
Water Draw-Off System; G
Venturi Tubes; G.
Tightness Monitoring System; G

SD-06 Test Reports

Leak Detection Monitor; G
Tightness Monitoring System; G
Coating Testing; G

SD-07 Certificates

System Supplier; G
Tightness Monitoring System; G

SD-10 Operation and Maintenance Data

Automatic Pump Controls; G
Product Recovery Tank and Accessories; G
Truck Offload System; G
Operating Tank Vent; G.
Operating Tank Level Indicator; G
Water Draw-off System; G.
Tightness Monitoring System; G

1.4 QUALITY ASSURANCE

Submit the following data for approval:

a. Certification stating that the system supplier has provided and installed at least five PLC-based pump control systems in the last five years, for automatic cycling of pumps based upon varying dispensing demands, utilizing multiple pumps. These systems shall be for dispensing jet fuel.

b. Certification that six systems have been successfully operated over the last three years and are currently in service.

c. Project names, locations, system description, and items provided at these installations. Include user point-of-contact and current telephone numbers.

PART 2 PRODUCTS

2.1 MATERIALS

Materials of construction shall be stainless steel, aluminum or nonferrous material except meter case may be steel with electrolyses nickel plated internals coated to 3 mil thickness. No ferrous or zinc-coated material bronze, brass or other copper bearing alloys shall be used in contact with the fuel.

2.1.1 Types of Fuel

Components shall be suitable for use with JET-A turbine fuel; specific

gravity 0.81 at 60 degrees F; viscosity 1.62 CS at 60 degrees F; Reid vapor pressure less than 0.05 psi, MIL-DTL-83133. Components to be ANSI Class 150 (275 PSIG at 100 degrees F.) unless noted otherwise. Components to be suitable for outside, unsheltered location, and to function normally in ambient temperatures between zero degrees F and 104 degrees F.

2.1.2 Composition of Materials

Materials in contact with the fuel shall be noncorrosive. No zinc-coated metals, brass, bronze, iron, lead or lead alloys, copper or copper alloys, or other light metal alloys containing more than 4 percent copper shall be used in contact with the fuel.

2.1.3 Gaskets

Gaskets shall be in accordance with Section 33 52 43.13 AVIATION FUELING PIPING.

2.1.4 Bolts and Nuts

Bolts and nuts shall be in accordance with Section 33 52 43.13 AVIATION FUELING PIPING.

2.2 EQUIPMENT AND MATERIAL

2.2.1 General

All items of equipment and material shall be new and of the best quality used for the purpose in commercial practice and shall be products of reputable manufacturers. Each major component of equipment shall have the manufacturer's name, address and catalog number on a plate securely affixed in a conspicuous place. The nameplate of a distributing agent only will not be acceptable. The gears, couplings, projecting set screws, keys and other rotating parts located so that any person may come in close proximity thereto shall be fully enclosed or properly guarded. Equipment, assemblies and parts shall be marked for identification in accordance with MIL-STD-130 and MIL-STD-161. Pump and filter vessel numbers shall be as indicated on the drawings. In addition, filter vessels shall include element numbers and the date of the next element change. Identification tags made of brass, stainless steel, or engraved anodized aluminum, indicating valve number and normally open (NO) or normally closed (NC) shall be installed on valves. Tags shall be 1-3/8 inch minimum diameter, and marking shall be stamped or engraved. Indentations shall be black, for reading clarity. Tags shall be attached to valves with No 12 AWG, copper wire, stainless or aluminum hanging wires, or chrome-plated beaded chain designed for that purpose.

2.2.2 Supplier

Since the pump control system, including but not limited to pump control panel, venturi tubes, transmitters, flow switches, fueling system pumps, all field instrumentation, tightness monitoring system, and control valves with all hardware and software, is an integrated system it shall be furnished by a single systems supplier regularly engaged in the supplying of this equipment. System Supplier shall be a company whose regular, normal, and primary business is representing manufacturers in the distribution and start-up of aviation fueling facilities, and have no affiliation with the Contractor other than as a seller to the Contractor. Supplier shall provide all equipment and appurtenances regardless of

manufacture, be a factory authorized certified representative, and be responsible to the Contractor for satisfactory operation of the entire system, and shall oversee the installation of the equipment. Substitutions of functions specified will not be acceptable. The Contractor and the System Supplier shall be present at the system commissioning, and shall coordinate and schedule the work during construction, testing, calibration, and acceptance of the system. The System Supplier shall be responsible to the Contractor for scheduling all Contractor, Sub-contractor, and manufacturer's service personnel during system start-up and final commissioning.

2.3 ELECTRICAL EQUIPMENT

Motors, manual or automatic motor control equipment except where installed in motor control centers, and protective or signal devices required for the operation specified herein shall be provided under this section in accordance with Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM. Any wiring required for the operation specified herein, but not shown on the electrical plans, shall be provided under this section in accordance with Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM.

2.4 PRESSURE GAGES

Pressure gages shall conform to ASME B40.100 with metal cases and 4-inch diameter white dials. Gages shall be bottom connected, without back flanges. A pulsation dampener, adjustable to the degree of dampening required, shall be provided for each gage. Range of gages shall be as indicated. A ball valve shall be provided for each pressure gage. Gages shall have all parts immersed in silicone oil. Gages shall be labeled with the calibration date.

2.5 AUTOMATIC PUMP CONTROLS

The pressure and flow transmitters specified in this paragraph shall be obtained from a single supplier of such products. The same supplier shall also furnish the associated venturi tubes and GPM meter. The supplier shall be responsible for furnishing components that are compatible and that operate as a system to perform the required pump control functions. Control tubing between controls/instruments and fuel lines shall be installed to eliminate air entrapment. Control tubing shall be as specified in Section 33 52 43.13 AVIATION FUELING PIPING. Each item of equipment specified hereafter shall have manufacturer's authorized service personnel present to assist in PERFORMANCE TESTING as specified in Section 33 08 53 AVIATION FUEL DISTRIBUTION SYSTEM START-UP and Section 33 08 55 COMMISSIONING OF FUEL FACILITY SYSTEMS. Items specified under this paragraph shall be submitted for approval concurrently with items specified in other Division 33 Sections related to Fuel System.

2.5.1 Pressure Indicating Transmitters

Pressure indicating transmitters shall consist of a capacitance sensor operating on a differential in pressure of fuel (one side being open to atmospheric pressure). The output shall be a 4 - 20 mA dc, linear signal between 0 - 100 percent of the input. It simultaneously will produce a digital HART (Highway Addressable Remote Transducer) output signal. Loop power shall be provided from remote power supply located in the pump control panel (PCP).

a. Transmitter body shall be stainless steel with stainless steel

diaphragm capsule process connecting to a 1/2 inch NPT. Drain and vent valves to be stainless steel. Accuracy shall be ± 0.20 percent of calibrated span including combined effects of linearity, hysteresis and repeatability.

b. One pressure indicating dial shall be supplied with each pair of transmitters. Pressure indicating dials shall consist of a bellows type pressure sensing element operating on a differential in pressure of fuel (one side being open to atmospheric pressure) and a mechanical indicator (driven by the bellows unit). The bellows shall be dual opposed, liquid filled, rupture-proof type with bellows movement converted to rotation and transmitted by a torque tube. Bellows housing shall be stainless steel and shall have a rated working pressure of not less than 500 psi with a minimum differential pressure range of 0 to 250 psi. Liquid used to fill the bellows shall be suitable for the expected minimum ambient temperature. The indicating dial shall be at least 6 inches in diameter with a weatherproof glass cover. The case shall be finished with a weather resistant epoxy resin enamel. The indicating pointer shall traverse a 270 degrees arc. The scales shall be graduated over the selected pressure ranges so that the pressure can be read in psig. Indicator accuracy shall be 0.75 percent of full scale. Pressure indicating dial shall be provided with suitable over-range protection.

c. Display at the pressure transmitter shall be LCD, one per each transmitter. The digital scale shall be a 4 digit LCD capable of being read in low light/no light conditions. Indicator scale shall be in psig.

d. Pressure transmitters shall be UL, FM, or CSA listed for Class 1, Division 1, Group D hazardous environment as defined by NFPA 70, with maximum temperature rating T2D (419 degrees F). Each transmitter and dial shall be supplied with a factory assembled two valve stainless steel manifold. Vent valves shall be furnished on upper ports of each transmitter and dial. Pressure transmitters and the indicating dial shall be suitable for mounting on a 2-inch pipe stand. Complete installation shall be in accordance with manufacturer's recommendations.

e. Provide a HART (Highway Addressable Remote Transducer) protocol interface handheld calibration device. Communicator to be intrinsically safe and have Class 1, Div 1, Group C and D approval. Device to include NIST traceable modules, one 0-500 psig range, one 0-2000 wc, and also one protection module for open sensor bay. Unit shall be furnished in hard carrying case and to include 250 ohm shunt for HART communicator, A900 HART test lead kit, 145 psig pressure pump with variator, low pressure fittings and tubing kit. Hand-held pump capable of producing a minimum of 300 psig pressure.

2.5.2 Flow Switches

Switches shall be actuating vane type flow switch with single adjustable set-point. Switches shall mount on ASME B16.5 Class 150 raised face flange. Flange material shall match the piping material at their connection to the system. Provide snap action switch mechanism U.L. listed for Class I, Division 1, Group D hazardous locations. Switches to be double pole double throw (DPDT). Switch power shall be 120 volts, single phase, 60 hertz, 10 amps minimum.

2.5.3 Venturi Tubes

a. The venturi tubes shall be provided in conjunction with other aviation fuel specification Sections in Division 33.

b. Start-up, adjustments and calibration, and instruction of personnel in the operation and maintenance of the venturi tubes shall be considered as a required portion of the controls package.

c. The venturi tubes shall be low loss differential pressure producers consisting of a short housing piece and a fully machined, contoured throat section providing a restriction at the center, with both inlet approach and exit having geometrically symmetrical curves. They shall be velocity head, impact, differential producing devices designed to measure differential pressure of JET-A fuel. They shall be constructed of 304L stainless steel with ANSI Class 150 flanges on each end and be suitable for operation of 275 psig at 100 degrees F. They shall be of sufficient thickness to with-stand the same stresses as the upstream and downstream piping. Each venturi tube shall have a minimum of four 1/2-inch connections. An individual head-capacity curve shall be furnished for each venturi tube.

d. Operating conditions for the venturi tubes shall be as follows:

(1) Issue Venturi Tube. Minimum inlet-to-throat differential pressure at 1200 gpm: 200 in H2O.

(2) Return Venturi Tube. Minimum inlet-to-throat differential pressure at 600 gpm: 200 in H2O.

(3) Venturi tubes discharge coefficient "C" to be greater than or equal to 0.97 over pipe Reynolds number range between 200,000 and 1,000,000 and shall be independent of Beta over a Beta range of 0.4 to 0.75. Pressure loss shall be less than 24 percent of differential pressure generated by the venturi tube. Repeatability of the discharge coefficient "C" shall be 2 percent for Reynolds number range of 10,000 to 1,000,000.

(4) Provide two portable GPM Meters, one for each size of venturi. The meters shall be complete with valves, hoses and connecting disconnects, and carrying case. The meters shall have stainless steel bellows, mounting bracket, 500 psi swp, 6-inch dial with 270 degrees arc. Dial shall read GPM Jet Fuel. Range of scale shall match the flow transmitter for issue and return. The venturi manufacturer shall provide the portable meters with the venturi in order to be compatible. The venturi tubes shall also be provided with a suitable table to convert inches differential pressure to gallons per minute.

2.5.4 Differential Pressure Transmitter

Differential pressure transmitter shall consist of a capacitance sensor operating on a differential in pressure of fuel. The output shall be a 4 - 20mA dc, square root signal between a minimum of 4 - 100 percent of the input. It may be linear between 0 - 4 percent. It simultaneously will produce a digital HART (Highway Addressable Remote Transducer) output signal. Loop power shall be provided from remote power supply located in the pump control panel (PCP).

a. Transmitter body shall be stainless steel with stainless steel diaphragm capsule process connecting to a 1/2 inch NPT. Drain and vent valves to be stainless steel. Accuracy shall be ± 0.20 percent of calibrated span including combined effects of linearity, hysteresis and repeatability.

b. One differential pressure dial shall be supplied with each pair of transmitters. Differential pressure dial shall consist of a bellows type pressure sensing element, operating on a differential in pressure of fuel, and a mechanical indicator, driven by the bellows unit. The bellows shall be dual opposed, liquid filled, rupture-proof type with bellows movement converted to rotation and transmitted by a torque tube. Displacement of bellows shall be 1.5 cubic inches for full scale travel. Bellows housing shall be stainless steel and shall have a rated working pressure of not less than 500 psi. Liquid used to fill the bellows shall be suitable for the expected minimum ambient temperature. The indicating dial shall be at least 6 inches in diameter with a weatherproof glass cover. The case shall be finished with a weather resistant epoxy resin enamel. The indicating pointer shall traverse a 270 degree arc. The scales shall be graduated over the selected pressure ranges so that the flow rate can be accurately read in gallons per minute. Indicator accuracy shall be 0.5 percent of full scale. Differential pressure indicating dial shall be provided with built-in pulsation damper and suitable over-range protection.

c. Display at the transmitter shall be LCD, one per each differential pressure transmitter. The digital scale shall be a 4 digit LCD, capable of being read in low light/no light conditions. Indicator scale shall be in gallons per minute.

d. Each venturi tube shall have two transmitters and one indicating dial per function and shall be installed as indicated on the drawings. Differential pressure ranges shall be selected as necessary to operate in conjunction with associated venturi tube:

   (1) Issue Venturi Tube - 0 to 1200 GPM (full range)

   (2) Return Venturi Tube - 0 to 800 GPM (full range)

e. Differential pressure transmitters shall be UL, FM, or CSA listed for Class 1, Division 1, Group D hazardous environment as defined by NFPA 70, with maximum temperature rating T2D (419 degrees F). Each transmitter and indicating dial shall be supplied with a factory assembled five valve stainless steel manifold. Vent valves shall be furnished on upper ports of each transmitter and indicating dial. Differential pressure transmitters and the indicating dial shall be suitable for mounting on a 2-inch pipe stand. Complete installation shall be in accordance with manufacturer's recommendations.

2.5.5 Pressure Sensor

Sensor shall be UL, FM, or CSA listed for Class 1, Division 1, Group D hazardous environment as defined by NFPA 70, with maximum temperature rating T2D (419 degrees F). Excitation voltage shall be 12-28 VDC. Output signal shall be 4-20 mA. Unit shall have 0.25 percent accuracy and have built-in high pressure snubbers, minimum pressure range shall be 0-300 PSI. Wetted material shall be stainless steel.

2.6 METERS

Meter shall be a one-way flow, temperature compensating, positive displacement type meter designed for a continuous flow of 600 GPM at the truck fill stand. Meter shall have ANSI Class 150 flanges and body working pressure of not less than 275 psig and shall be suitable for hydrostatic testing of 275 psig. Meter shall be factory calibrated for JET-A jet fuel and capable of being calibrated in the field. The register shall have a non-setback total indicator and a setback type run indicator so that individual runs can be registered without affecting the total of all runs as shown on the indicator. The total indicator shall have a minimum of eight figures and the setback run indicator shall have a minimum of five figures. The register shall read in gallons and the smallest unit of indicated delivery shall be 1 gallon. Accuracy shall be within +0.3 percent between ten percent and maximum rated flow. Meters shall be provided with a suitable drain at the bottom, equipped with a ball valve. Pressure loss through the meter shall not exceed 3 psi at 600 gpm flow rate.

2.7 PRODUCT RECOVERY TANK AND ACCESSORIES

2.7.1 Tank Construction

Product recovery tank shall be a U.L. labeled, double wall, steel tank, with interstitial monitor. Tank shall be provided with calibrated gage stick, strapping chart, and a steel vault attached to tank. Vault shall be provided with a rolling pit cover and removable access grating. Minimum inner and outer tank wall thickness shall be 0.167 inches.

2.7.1.1 Steel Tank With Vault

a. The design, fabrication, erection, testing, and inspection of the double wall tank shall conform to the requirements of UL 58, Standard for Safety, Steel Underground Tanks for Flammable and Combustible Liquids, Type II. The exterior tank walls shall be separated from the interior walls by standoffs.

b. Material shall be carbon steel plate.

c. Lifting lugs shall be located at the balance points.

d. Provide anchor straps to attach tank to hold down slab. Straps shall be separated from the tank by a pad made of inert insulating material. Number and location of straps shall be as indicated on the drawings. Metal straps, turnbuckles, and anchors shall be coated to resist corrosion.

e. Tank capacity, connections and appurtenance shall be as shown on the drawings and as described under "Monitor."

f. The interior and exterior surfaces of tank and vault shall be coated for corrosion protection. The interior surface shall be coated in accordance with MIL-DTL-24441, Formulas 150, 151, and 152. The exterior surface shall be coated in accordance with STI 010-50-1000 and the tank shall bear the STI 010-50-1000 label.

2.7.1.2 Leak Detection Monitor

a. Provide an annular space between the primary and secondary shells to allow for the free flow and containment of all leaked product from the

primary tank.

b. Provide the tank with a leak monitoring system capable of sensing leaks in the secondary containment space and in the vault. The system shall detect a leak of fuel through the inner shell to the area between the inner and outer shells or a leak of ground water through the outer shell into the area between the inner and outer shells. The detector and any equipment in the area of the fuel tanks and valve pits shall be explosion proof. The system shall be a continuous surveillance type. The sensor shall be electronic or hydraulic type and shall be connected to a remote panel. Totally flooded containment space reservoir system shall not be permitted. Leak monitoring shall be provided at the pump control panel (PCP); refer to Seciton 33 09 54 AVIATION FUEL PUMP CONTROL AND ANNUNCIAITON SYSTEM (TYPE IV). This control panel shall have a sign located adjacent to it indicating that the alarm indicates a leak in the fuel tank or the vault. Provide system operating instructions inside of the control panel.

c. Monitoring shall be continuous and shall be remotely indicated. The control console shall generate a visual and audible alarm and shall provide one DPDT contact closure on alarm for remote alarm annunciation.

2.7.1.3 Tank Appurtenances and Fittings

Provide tank appurtenances and fittings as indicated. Nozzles for appurtenances and steel vault shall be as indicated or per manufacturer's recommendations and installed plumb with all above grade flange faces level. Gravity fill line shall be provided with locking cap. The flange on the Fuel Transfer Pump pumpway shall be an ASME Class 150 flange.

2.7.1.4 Tank Vents

Tank vents shall be standard weight steel pipe with malleable iron fittings.

2.7.1.5 Manway

A 36-inch round manway shall have U.L. listed gasket with bolted cover. A fiberglass or stainless steel ladder shall be provided inside the tank at the manway.

2.7.1.6 Sampling and Gauging hatch

A sampling and gauging hatch shall be provided and shall consist of a foot-operated, hinged cover with a flexible sealing ring and provision for padlocking. The hatch shall be non-sparking and shall have a flanged connection for installation on 4-inch steel pipe. Provide a datum plate beneath gauge opening, and stencil reference height on gauge/sampling hatch piping.

2.7.1.7 Liquid-level Indicator

Liquid-level indicator shall be the mechanically or electronically actuated type that can continuously monitor a tank's usable liquid level storage capacity. The system shall provide a digital readout of a tank's liquid level in terms of inches and gallons. The system shall be accurate to plus or minus 1/16 inch. The system shall measure water accumulation in inches from 3/4 to 5 inches off the bottom of a storage tank. Construct system components to be chemically compatible with the fuel to be handled. For

each tank monitored, provide a sending unit that transmits the digital readout from a tank to the same electronic monitoring/alarm panel used for the leak detection system. Panel shall be a standard industrial enclosure. Panel doors shall swing left or right. The panel shall display the digital readout of each monitored tank on an LCD mounted exterior to the panel. The panel shall also have external controls to allow operators to toggle between information on the LCD without having to open the panel. Unit shall be Veeder-Root ATG TLS, or Government approved equal and compatable with the Base Fuels Automated System (FAS).

2.7.1.8 Float Switch Assembly

The float switch assembly shall be the top mounted, float operated type with vertical float rod. The switch assembly shall be suitable for flange mounting and float and trim shall be stainless steel. The switch shall be magnetically latching reed or actuated mercury switch suitable for operation on 120 volt, 60 hertz AC power. Rating of the switch contacts shall be adequate for the indicated functions shown on the drawings. This float switch assembly shall be used to start and stop the Fuel Transfer Pump and to indicate a high level and activate an alarm in the PCP.

2.7.1.9 Fuel Transfer Pump (FTP-1)

Refer to Section 33 52 43.23 AVIATION FUEL PUMPS

2.7.1.10 Electric Pump

The electric pump shall be a sliding vane type rotary pump. The pump construction shall permit the removal of the rotor and sliding vanes without disconnecting the pump. Pump capacity shall be 5 gal per minute with a differential head of 100 feet. The pump and motor shall be mounted on a cast iron or steel subbase. The motor shall have sufficient power for the service required, shall be of a type approved by the manufacturer of the pump, shall be suitable for available electric service, shall be totally enclosed, fan cooled, TEFC, and shall conform to the requirements specified in Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM. Pump shall be provided with stainless suction screen, foot valve, stainless steel pipe, and aluminum 1-1/2-inch cam type quick disconnect with dust cap.

2.7.1.11 Lockable Cap

Provide a lockable cap for the 2-inch gravity fill line.

2.7.1.12 Spill Containment Basin

Container shall be constructed of fiberglass reinforced plastic, be compatible with the type of fuel being handled, have a minimum 3 gal fuel storage capacity, and form a water-tight seal around the fuel piping to prevent spilled fuel from entering the soil. Container shall be provided with a drain and have an easily removable cover constructed of either cast aluminum or cast iron. Covers shall be weather-resistant and shall prevent the influx of water.

2.7.1.13 Overfill Valve (OV-1)

Refer to Section 33 52 43.14 AVIATION FUEL CONTROL VALVES

2.7.1.14 Tank Calibration

Provide a certified tank calibration chart in increments reading in gal. Tank certification shall be done onsite and stamped by a P.E.

2.8 OPERATING TANK LEVEL SWITCHES

~~The switches shall be an external mount liquid level switch with a stainless steel float chamber and stainless steel, type 304 or 316, float and trim. Switch contacts shall be two single pole double throw switches factory mutual approved or U.L. listed for use in Class I, Division 1, Group D hazardous location with a maximum temperature rating of T2D (419 degrees F). Units shall have provisions to check level switch operations without increasing the fuel level in the tanks as shown on the contract drawings.~~

NOT USED.

2.9 OPERATING TANK LEVEL SWITCHES

a. System shall be designed and installed in such a way that the system shall be continuously and automatically self-checking. Switches shall be an external mount with a stainless steel fluid chamber. Electronic level sensors shall be thermistors or optic type, and be intrinsically safe Class I, Division 1, Group D for hazardous environments, with recognized FM, CSA or UL approval. The sensor holder/junction box shall be accessible from the stairway. Units shall have provisions to check level switch operations without increasing the fuel level in the tanks as shown on the contract drawings.

b. Level alarms shall be mechanically and electrically independent and be totally isolated from the gauging system. The level switches shall receive power and send their signal to the Pump Control Panel. Circuitry and cables from the PCP to the electronic level sensors in the tank shall be intrinsically safe.

2.10 HIGH POINT VENT AND LOW POINT DRAIN PITS

Use for On-Shoulder and On-Apron installations.

2.10.1 Pit Assembly

Each pit shall incorporate the following items built into a self-contained assembly.

2.10.2 Pit

The basic pit shall consist of 0.25-inch wall fiberglass liner with a main body approximately 23-inches in diameter and a minimum of 37-inches deep. The pit shall contain two integral concrete anchors. The fiberglass top flange shall require no exposed corrosive material, weldments, or strongbacks within the pit to support the cast aluminum ring and cover assembly. The pits shall be the standard products of a firm regularly engaged in the manufacture of such product and shall essentially duplicate items that have been in satisfactory use for at least three (3) years prior to bid opening. Proof of experience will be submitted.

2.10.3 Pit Cover, General Requirements

The pit cover shall include a removable outer ring frame and an interior 18-inch diameter (clear opening) hinged lid that opens 160 degrees. Each cover lid shall move smoothly through its entire range of motion and shall require a maximum opening force of 35 pound-force to be applied at a single lifting handle. Each handle shall provide a comfortable, secure grip for an average adult male's full gloved hand. Tools shall not be required to engage the lifting handle. Projections of the lid's hinges or handles above the plane of the lid, whether temporary or permanent, shall not be allowed. The pit service shall be integrally cast in raised letters on the top surface of each lid. The lettering shall be a minimum of 1-inch high and 0.0625-inch deep. The weight bearing flanges of the fiberglass pit liner and the aluminum cover frame (and lid) shall be machined to assure uniform weight distribution.

2.10.4 Pit Cover Materials, Design, and Testing

The cover frames and lids shall be designed and manufactured by a qualified company having a minimum of five years successful experience in the production of similar airport apron slab fixtures. All cover lids and frames shall be designed using an appropriate cast aluminum alloy or rolled aluminum plate to support an aircraft wheel load simulated by a roving 200,000-pound test-load applied perpendicular to a 200-square-inch contact area(10 by 20 inches) of the cover's top surface. The aluminum alloy material selected for design shall be ductile, corrosion-resistant, impact-resistant, and suitable for the intended use. All covers shall be non-skid surface construction and free of injurious defects. Welding for the purpose of structural repair of casting defects shall not be allowed. Minor cosmetic welding is acceptable. The cover shall be capable of supporting the test-load without failure regardless of the location or orientation of the load. Localized yielding or cracking or excessive deformations shall be considered as failure. Actual load-tests shall be performed on a minimum of 10 percent of all the covers supplied. Load-tested units shall be randomly selected. Load-test conditions shall model field-installed conditions as nearly as practicable. The 200 Kip test-load shall be applied to the cover for a minimum duration of 5 minutes. Absolute maximum deflection of the cover lid under the test-load shall not exceed 1/180th of the interior diameter of the fiberglass pit body. Maximum deflection of the cover lids, remaining after removal of the test load shall be + 0.010-inches to assure that no permanent set has taken place. Upon removal of the test-load, the cover lid and frame shall be carefully examined for cracks or localized areas of permanent deformation. All results shall be submitted for review and approval. A single failure to meet any of the stated criteria shall be considered sufficient grounds for the testing of 50 percent of the units.

2.10.5 Pipe Riser Seal

The riser pipe penetration through the pit floor shall be sealed by means of a Buna-N boot. The boot shall be secured to a metal collar welded to the pipe riser and to a flange at the floor opening by stainless steel clamps. Collar shall be fabricated from the same material as the pipe.

2.11 WATER DRAW-OFF SYSTEM

A water draw-off system shall be provided for each Operating Tank. Water draw-off system shall gravity drain. Each system shall include tank, product return pump and all necessary pipe, pressure relief system, valves,

and fittings.

2.11.1 Tank

Water draw-off tank shall be a 55-gal fabricated stainless steel tank with supporting legs as shown. Tank and support legs shall be fabricated from Type 304 stainless steel.

2.11.2 Sight Glass

Sight glasses for tank shall be standard tubular gages with density ball and shut-off valves on each end. Wetted parts other than sight glass shall be stainless steel. If glass breakage should occur, a stainless steel ball in the valve shall close preventing product loss. Glass shall be protected by minimum of four guard rods.

2.11.3 Return Pump

Product return pump shall have the capacity of not less than 5 gpm against a total head of 60 feet when driven at 1800 rpm. The pump shall have flange connections and shall be constructed of stainless steel or aluminum so as to have no zinc, brass or other copper bearing alloys in contact with the fuel. The unit shall be explosion-proof, Class I, Division 1, Group D with maximum temperature rating of "T2D" (419 degrees F). The motor shall not be overloading at any point on the pump curve. Contractor has the option of selecting either centrifugal or positive displacement type pump with the restriction of the positive displacement type pump shall include a pressure relief between the discharge and suction protecting the pump from overloading.

2.11.4 Anchoring

All units of the water draw-off system shall be installed plumb and level and secured in place by anchor bolts.

2.12 TIGHTNESS MONITORING SYSTEM

The system shall be a permanent, fully automated, pressure step (no volume measurement)leak detection system, and will be used for tightness testing the hydrant loop pipeline. System shall have a guaranteed accuracy to detect a leak of less than 0.0004 gal/h per cubic foot at 150 PSI. The system shall be US EPA Third Party Certified to the above sensitivity with a Probability of Detection greater than or equal to 95 percent and a Probability of False Alarm of less than or equal to 5 percent. System will have performed satisfactorily on at least five (5) projects involving quantities and complexities at least equal to those required under this Contract. Equipment shall be compatible with equipment furnished and installed under Section 33 52 43.11 AVIATION FUEL MECHANICAL EQUIPMENT, and Section 33 09 53 AVIATION FUEL PUMP CONTROL AND ANNUNCIATION SYSTEM, where the individual equipment components are common to both the Tightness Monitoring System functional operation, and the Hydrant Fuel Control System functional operation. Test results shall be unaffected by the temperature change of the fuel, and have a maximum test period of one hour. A local controller shall implement and analyze data, store data and be capable of printing results, and be located in the control room of the pumphouse building. Printer shall be provided. Controller shall utilize 120V, single phase power. Any additional utilities or equipment needed to be added to the fuel system in addition to what is shown on the drawings to allow the Tightness Monitoring System to meet the requirements, will be the

requirement of the Tightness Monitoring System. Provide calculations, design, and proof of compliance. Upon completion of 72 hours of continuous system operation and before final acceptance of work, test the Tightness Monitoring System in service to demonstrate compliance with contract requirements. Performance verification shall be coordinated with overall fuel system start-up, and commissioning of fueling facilities. Perform performance verification in such a way as to obtain complete tightness information within the required accuracy stated herein and provided Tightness Certification on each pipe section tested.

2.13 OPERATING TANK VENT

a. System shall be designed and installed in such a way that the system shall be continuously and automatically self-checking. Switches shall be mounted on top of the tank, in the pump house, as indicated. Electronic level sensors shall be thermistors or optic type, and be intrinsically safe Class I, Division 1, Group D for hazardous environments, with recognized FM, CSA or UL approval. The sensor holder/junction box shall be accessible.

b. Tank vent outlet shall be equipped with pressure-vacuum breather vent, aluminum construction with weather hood and with fluoroelastomer (FKM, Viton)pallet seat inserts, high density screens, stainless steel internals, with pressure relief setting at 0.5 oz psi, and vacuum relief set at 0.5 oz psi. Pressure venting capacity shall be 9700 cubic feet/hour, vacuum capacity shall be 14500 cubic feet/hour.

PART 3 EXECUTION

3.1 GENERAL

3.1.1 Installation

Install equipment and components in position, true to line, level and plumb, and measured from established benchmarks or reference points. Follow manufacturer's recommended practices for equipment installation. Provide required clearances between equipment components. Equipment, apparatus, and accessories requiring normal servicing or maintenance to be accessible.

3.1.2 Anchoring

Anchor equipment in place. Check alignment of anchor bolts before installing equipment and clean-out associated sleeves. Do not cut bolts because of misalignment. Notify Contracting Officer of errors and obtain the Contracting Officer's acceptance before proceeding with corrections. Cut anchor bolts of excess length to the appropriate length without damage to threads. Where anchor bolts or like devices have not been installed, provide appropriate self-drilling type anchors for construction condition.

3.1.3 Grouting

Equipment which is anchored to a pad is to be grouted in place. Before setting equipment in place and before placing grout, clean surfaces to be in contact with grout, including fasteners and sleeves. Remove standing water, debris, oil, rust, and coatings which impair bond. Clean contaminated concrete by grinding. Clean metal surfaces of mill scale and rust by hand or power tool methods. Provide necessary formwork for placing and retaining grout. Grout to be non-metallic, non-shrink, fluid precision

grout of a hydraulic cementitious system with graded and processed silica aggregate, Portland cement, shrinkage compensating agents, plasticizing and water reducing agents; free of aluminum powder agents, oxidizing agents and inorganic accelerators, including chlorides; proportioned, pre-mixed and packaged at factory with only the addition of water required at the project site. Grouting shall be in accordance with ASTM C827/C827M. Perform all grouting in accordance with equipment manufacturer's and grout manufacturer's published specifications and recommendations.

3.1.4 Leveling and Aligning

Level and align equipment in accordance with respective manufacturer's published data. Do not use anchor bolt, jack-nuts or wedges to support, level or align equipment. Install only flat shims for leveling equipment. Place shims to fully support equipment. Wedging is not permitted. Shims to be fabricated flat carbon steel units of surface configuration and area not less than equipment bearing surface. Shims to provide for full equipment support. Shim to have smooth surfaces and edges, free from burrs and slivers. Flame or electrode cut edges not acceptable.

3.1.5 Direct Drives

Alignment procedure follows:

3.1.5.1 Rotation Direction and Speed

Check and correct drive shaft rotation direction and speed.

3.1.5.2 End Play

Run drive shafts at operational speed. Determine whether axial end play exists. Run drive shaft at operational speed and mark drive shaft axial position when end play exists. Block drive shaft in operating position when aligning drive shaft with driven shaft.

3.1.5.3 Shaft Leveling and Radial Alignment

Pump alignment shall be accomplished by the factory technician or a millwright trained in pump alignment, and with the use of dial gauges or laser alignment equipment.

3.1.5.4 Angular Alignment and End Clearance

Check angular alignment and end clearance by inserting a feeler gage at 4 points, 90 degrees apart around outer edges of coupling halves.

3.1.5.5 Final Recheck

Check adjustments with dial indicator after completing recheck. Align shafts within 0.001 inch tolerance, except as other-wise required by more stringent requirements of equipment manufacturer.

3.1.6 Precautions

Special care shall be taken to ensure that equipment and materials are stored properly to prevent damage and maintain cleanliness, and that the completed system is free of rocks, sand, dirt, and foreign objects. Take the following steps to insure these conditions.

a. Equipment brought to the site and not stored inside, shall be stored on blocks or horses at least 18 inches above ground.

b. Visual inspection shall be made of each piece of equipment to ensure that it is clean prior to installation.

c. The open ends of equipment shall be closed when work with that piece of equipment is not in progress.

3.2 INSTALLATION OF UNDERGROUND TANKS

Installation shall be per tank manufacturer's recommendations, API RP 1615, NFPA 30, 40 CFR 280, state and local codes and as specified herein. If recommendations require tank to be filled, only fuel will be allowed in tanks. Water filling is not acceptable. Before being placed in service, tank shall be tightness tested in accordance with NFPA 30.

3.2.1 Coating Testing

The coating shall be examined for flaws and tested for thickness. Provide the facilities, personnel, and equipment for testing for flaws and thickness. Thickness shall be measured electronically. Coating shall be tested directly before placement of the tank with an electric flaw detector, equipped with a bell, buzzer, or other type of audible signal that operates when a flaw is detected. The detector for the type of coating used shall have an operating voltage of 10,000 to 35,000 volts. Check of the holiday detector potential may be made by the Contracting Officer at any time to determine the suitability of the detector. Damaged areas shall be repaired with materials identical to those used originally, and after drying, shall be retested electrically. Submit test results.

3.2.2 Steel Tanks

a. Cover the concrete hold down slab with 6 inches of tank bedding backfill evenly graded and thoroughly compacted, prior to tank placement.

b. Each tank is to be unloaded and placed on the sand bed using cranes and the rigging procedures provided by the tank manufacturer. Use the tank lifting lugs for lifting the tank into place. The use of slings around the tank is not permitted, nor is the use of chock blocks of any sort. During handling, carefully inspect the tanks for coating damage and repair any damage whatsoever before proceeding. After placement, check each tank to ensure it is sloped as required. The elevation shall be confirmed.

c. Before proceeding with backfill, install the hold down straps and tighten the turnbuckles securely and evenly throughout the length of the tanks. The bottom and sides of the tanks to be fully and evenly supported by hand shoveling and tamping. Use tank bedding backfill up to 12 inches above the top of tank. Hand-guided power equipment can be used to place fill in 6-inch layers, compacted to a minimum of 95 percent maximum density, after the bottom quadrant is filled. A minimum of four density tests per tank to be performed. Clean, noncorrosive, well tamped gravel to be used for backfill from a point 12 inches above the tanks to finished grade.

d. Do not fill the tank, even partially, before the bottom quadrant is backfilled. The level of fuel product not to exceed the level of

compacted backfill at any time.

e. Coordinate tank installation with the installation of cathodic protection.

3.3 INSTALLATION OF FIBERGLASS PITS

Submit recommended installation procedures and setting tolerances from the pit manufacturer/supplier for the fiberglass pit and the aluminum cover. These procedures shall indicate recommended methods of supporting the pit in its proper position in the open excavation prior to and during concrete placement operations. Also, required installation tolerances, especially for flatness/levelness of the fiberglass pit lip, shall be provided. Follow these recommendations and apply other procedures as required to ensure the integrity of the pit liner and cover assemblies in their installed positions. All penetrations through the fiberglass pit liner shall be tightly sealed by suitable means to preclude water infiltration, with consideration for potential relative movements between the penetrating objects and the pit liner. Reference the Contract drawings for additional installation requirements.

3.4 POSTED OPERATING INSTRUCTIONS

For each designated system or equipment item, provide instructions for guidance of operating and maintenance personnel. Following approval of content, prepare these instructions in a form and scale that will be readily legible when displayed in appropriate locations, to be designated by the Contracting Officer and meet the following requirements:

3.4.1 Each System

For each system, include diagrams of equipment, piping, wiring and control. Define control sequences.

3.4.2 Each Tank

For each tank provide a P.E. stamped certified tank calibration chart in 1/16-inch increments reading in gallons.

3.4.3 Each Item

For each equipment item, include starting, adjustment, operation, lubrication, safety precautions and shut-down procedures. Identify procedures to be performed in event of equipment failure. Provide other instructions recommended by the manufacturer.

3.4.4 Diagrams

Provide a professionally prepared isometric piping diagram of the fueling system apparatus. Diagram shall be 36 by 54 inches and shall be color coded to match PCP color diagrams. Diagram shall show the entire facility and shall include all equipment and the operational sequences of all equipment with equipment numbers displayed. Diagram shall show all valves along with the valve numbers shown on the drawings and listed as normally open/closed. It shall be wall mounted under glass.

3.4.5 Volume of Fuel

Provide a certified system inventory of fuel in the pipe, tank, pumphouse,

etc. The piping will show length of pipe, size of pipe, gal/foot, and total gal. Verify during initial fill.

-- End of Section --

SECTION 33 52 43.23

AVIATION FUEL PUMPS
02/10

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 basic designation only.

AMERICAN BEARING MANUFACTURERS ASSOCIATION (ABMA)

ABMA 7	(1995; R 2008) Shaft and Housing Fits for Metric Radial Ball and Roller Bearings (Except Tapered Roller Bearings) Conforming to Basic Boundary Plan

AMERICAN PETROLEUM INSTITUTE (API)

API STD 682	(2004; Errata 2006) Pumps Shaft Sealing Systems For Centrifugal and Rotary Pumps
API Std 610	(2010; Errata 2011) Centrifugal Pumps for Petroleum, Petrochemical, and Natural Gas Industries

ASME INTERNATIONAL (ASME)

ASME B16.5	(2009) Pipe Flanges and Flanged Fittings: NPS 1/2 Through NPS 24 Metric/Inch Standard
ASME BPVC SEC VIII D1	(2010) BPVC Section VIII-Rules for Construction of Pressure Vessels Division 1

ASTM INTERNATIONAL (ASTM)

ASTM A182/A182M	(2012a) Standard Specification for Forged or Rolled Alloy-Steel Pipe Flanges, Forged Fittings, and Valves and Parts for High-Temperature Service
ASTM A276	(2010) Standard Specification for Stainless Steel Bars and Shapes
ASTM A356/A356M	(2011) Standard Specification for Steel Castings, Carbon, Low Alloy, and Stainless Steel, Heavy-Walled for Steam Turbines
ASTM A487/A487M	(1993; R 2012) Standard Specification for Steel Castings Suitable for Pressure Service
ASTM A582/A582M	(2012; E 2012) Standard Specification for Free-Machining Stainless Steel Bars

ASTM A743/A743M	(2006; R 2010) Standard Specification for Castings, Iron-Chromium, Iron-Chromium-Nickel, Corrosion Resistant, for General Application
ASTM C827/C827M	(2010) Change in Height at Early Ages of Cylindrical Specimens from Cementitious Mixtures

INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE)

IEEE 112	(2004) Standard Test Procedure for Polyphase Induction Motors and Generators

NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)

NEMA MG 1	(2011) Motors and Generators

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

NFPA 70	(2011; Errata 2 2012) National Electrical Code

THE SOCIETY FOR PROTECTIVE COATINGS (SSPC)

SSPC PA 1	(2000; E 2004) Shop, Field, and Maintenance Painting of Steel
SSPC SP 10/NACE No. 2	(2007) Near-White Blast Cleaning

U.S. DEPARTMENT OF DEFENSE (DOD)

MIL-DTL-24441	(2009; Rev D) Paint, Epoxy-Polyamide, General Specification for
MIL-PRF-4556	(1998; Rev F; Am 1 1999; CANC Notice 1 2011) Coating Kit, Epoxy, for Interior of Steel Fuel Tanks

1.2 ADMINISTRATIVE REQUIREMENTS

Design conditions shall be as specified in Section 33 52 43.11 AVIATION FUEL MECHANICAL EQUIPMENT.

a. Tests: Hydrostatic, performance, vibration, and NPSH tests shall be conducted at the factory on each pump in accord with API 610. Test each pump with the actual motor which will drive the pump in the field, unless the water test media will cause overload of the motor. If so, provide vibration test report for motor separately. Vertical turbine pump vibration test must be run with field driver. All tests will be observed by the Contracting Officer or the designated representative. Provide the Contracting Officer 21 days notice prior to performance of factory tests in order to schedule observing such tests. Performance testing shall not occur prior to acceptance of shop drawing submittal.

b. Test reports shall bear the serial number of both pump and driver. Submit manufacturer's certified reports of hydrostatic, performance, and NPSH tests. Submit manufacturer's certified test curves..

c. Operation and Maintenance Manuals shall be submitted for the pumps and appurtenance specified herein. Refer to Section 01 78 23.33 OPERATION AND MAINTENANCE MANUALS FOR AVIATION FUEL SYSTEMS for the information to be submitted.

d. Motors, manual or automatic motor control equipment, except where installed in motor control centers, and protective or signal devices required for the operation specified herein shall be provided under this section in accordance with Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM. Any wiring required for the operation specified herein, but not shown on the electrical plans, shall be provided under this section in accordance with Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM. Motors shall be high efficiency type and in accordance with Section 26 20 00 INTERIOR DISTRIBUTION SYSTEM.

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

Fueling Pumps (FP-1 through FP-3); G
Leak Detection Pump (LDP-1); G
Fuel Transfer Pump; G
~~Water Draw-off Pump; G~~

SD-03 Product Data

Fueling Pumps (FP-1 through FP-3); G
Leak Detection Pump (LDP-1); G
Fuel Transfer Pump; G
~~Water Draw-off Pump; G~~

SD-06 Test Reports

Certified Test Curves

SD-07 Certificates

Fueling Pumps (FP-1 through FP-3); G
Leak Detection Pump (LDP-1); G
Fuel Transfer Pump; G
~~Water Draw-off Pump; G~~

SD-10 Operation and Maintenance Data

Operation and Maintenance Manuals; G

PART 2 PRODUCTS

2.1 FUELING PUMPS (FP-1 through FP-3) and Leak Detection Pump (LDP-1)

2.1.1 Capacity

Capacity of FP-1, FP-2, and FP-3 shall be 600 gpm against a total head of 350 feet when driven at 3600 rpm. Capacity of LDP-1 shall be 50 gpm against a total head of 370 feet when driven at 3600 rpm. Overall efficiency at design conditions of pump and driver, connected, shall be minimum of 65 percent. Pump head capacity shall be continually rising and shall be free of dips and valleys from design point to shut-off head. Pump shut-off head shall have a 10 to 20 percent head rise to shut off. Pump shall be capable of at least a 10 percent head increase at rated conditions by installing a new impeller. Pumps shall not overheat or be damaged in any way while operating continuously at a minimum flow condition of 150 gpm for FP-1, FP-2, and FP-3 or 20 gpm for LDP-1, and continuously at a maximum flow condition of 125 percent required capacity. The unit will also be required to operate at a flow of 12.5 percent required capacity GPM without exceeding the vibration limits given in API Std 610 at that flowrate. These pumps are for parallel operation and shall have equal head at minimum continuous stable flow, plus or minus 2 percent.

2.1.2 General Requirements

a. The pumps shall meet the requirements of API Std 610, latest edition. Whenever the information contained herein conflicts with said standard, the information herein shall govern. The pumps shall run at a nominal 3600 rpm and shall be single stage centrifugals, horizontally mounted, vertical or radial split case, enclosed impeller, with end suction and top vertical discharge. Pumps shall be of the back pull-out design to permit removing case half from rear for access to internal parts without disturbing the suction or discharge piping or the driver. All parts shall be factory inspected so that parts are interchangeable. Pumps and motors shall be furnished as complete units as herein specified. Pump assembly shall be statically and dynamically balanced for all flow rates from minimum flow to 120 percent of design flow.

b. The pump shall require no more than 15-feet of net positive suction head (NPSHR) when it is operated with water at rated flow capacity, head and spped. A hydrocarbon reduction or correction factor shall not be used. Pump suction specific speed shall be less than 12,000.

c. The pump shall be horizontal, single stage, single suction with double volute construction to assure radial balance. It shall be designed to permit removal of the impeller, shaft, bearings and bearing housing as an assembly, without disconnecting the suction or discharge piping.

d. The pump case shall be end suction, centerline discharge type for ease of piping alignment. Flange ratings shall be class 300-pound per ASME B16.5. The case shall be designed for maximum discharge pressure at pumping temperature but not less than 550 psig, with a minimum corrosion allowance of 1/8-inch. The suction and discharge flanges as well as the cover bolting surfaces shall be backfaced or spotfaced for positive bolt seating. The radial case to cover split shall be a metal-to-metal fit with a confined, controlled compression gasket.

e. The pump cover shall contain a stuffing box designed to accept an unbalanced mechanical seal. The stuffing box shall have a minimum of

3-inch studs for seal gland bolting. The gasket fit for seal gland to stuffing box shall be of the controlled compression type with metal-to-metal joint contact.

f. Both case and cover are to be fitted with renewable wear rings.

g. The impeller shall be of the enclosed type, dynamically and hydraulically balanced. It shall be key driven, held in place by a positive lock, threaded against rotation. The running clearance between the impeller and case-cover wear rings shall be no less than 0.018-inches.

h. Mechanical Seal: A single unbalanced mechanical seal per API Std 610 code USTHN, unbalanced single seal with throttle bushing seal gland, a nitrile seal-ring-to-sleeve gasket and carbon against silicon carbide faces, of multiple spring design shall be supplied. The seal gland shall be tapped for three connections and each shall be stamped for identification as follows: Q for quench; F for flush; and D for drain. A non-sparking throttle bushing pressed into the seal end plate against an outside shoulder shall be provided to minimize leakage on complete seal failure.

i. Bearing Housing: Oil lubricated anti-friction, radial and thrust bearings of standard design shall be supplied. The bearings shall be selected to give a minimum L-10 rating life of 25,000 hours in continuous operation. Bearings shall be retained on the shaft and fitted into housings in accordance with ABMA 7. Locking of the ball thrust bearing to the shaft shall be by series W tank type washer. Minimum spacing between bearing centerlines shall be 6.5-inches.

j. A sight glass for checking oil level with a permanent indication of proper oil level shall be supplied.

k. Bearing housings shall be equipped with labyrinth type end seals and deflectors where the shaft passes through the housing; lip-type seals shall not be used. Deflectors shall be made of non-sparking material. The deflector design shall effectively retain oil in the housing and prevent entry of foreign material into the housing.

l. Shafts shall be of ample size to transmit the maximum torque required under specified operating conditions, and to withstand continuously all stresses resulting from supported weights, thrusts and starting, including across-the-line motor starting. It shall be key seated to provide positive drive for the coupling, shaft sleeve and impeller. The shaft stiffness factor shall be under 70. The radial bearing centerline to impeller centerline, distance and the pump shaft diameter under the sleeve shall be provided to calculate the factor.

m. A spacer coupling shall be supplied. The spacer length shall permit the removal of the assembled pullout element without disturbing the driver or the suction and discharge piping. Couplings shall be properly keyed in place. Cylindrical fits shall be light enough to permit easy removal of the hub in the field without the need for heating. A service factor of at least 1.5 shall be used in selecting couplings based on manufacturer's ratings.

n. Removable coupling guards of the non-sparking type shall be supplied. They shall comply with the requirements of OSHA.

o. Total indicated shaft runout at coupling end shall be 0.001-inches or less. Total shaft deflection shall be no more than 0.002-inches at face of stuffing box.

p. Baseplate: The baseplate shall be of fabricated steel construction. It shall be of the drain pan style, sloping from back to front. Connections for a drain shall be tapped (1-inch minimum) at the pump end and located to accomplish complete drainage. A grout hole of at least 8-inches minimum diameter shall be supplied and shall have 1/2-inch minimum raised lip edge. Pump pedestals shall be trapezoidal in design.

q. Materials: No zinc, brass, bronze or other copper bearing alloy shall come in contact with the fuel. Materials shall be material class S-8, unless otherwise noted.

r. The case and cover shall be constructed of stainless steel ASTM A487/A487M GR CF8M or ASTM A487/A487M GR CA6NM or aluminum ASTM A356/A356M GR T6.

s. Impeller material shall be stainless steel ASTM A487/A487M GR CF8M or ASTM A743/A743M CA 6NM or CA 15.

t. Wear rings shall be stainless steel ASTM A182/A182M GR F6 or ASTM A276 TP410 or 416.

u. Shaft shall be stainless steel ASTM A276 type 410 or 416 or ASTM A582/A582M Type 410 or 416.

v. Testing: All shop testing shall be performed in accordance with the API Std 610.

2.1.3 Service Nameplate

A pump service nameplate, of type 18-8 stainless steel or monel, attached by stainless steel pins at an accessible point on the pump, shall be furnished in addition to the identification nameplate. The pump service nameplate shall be stamped with the following information:

Manufacturer's name
Serial number of pump
Capacity, gpm
Pumping head, ft.
Maximum specific gravity of fluid to be pumped
Revolutions per minute
Horsepower of driver

2.1.4 Identification Nameplate

A pump identification nameplate of Type 18-8 stainless steel or monel shall be provided and securely attached by stainless steel pins to a conspicuous place on the pump head. Tagging in letters 1/4-inch high shall bear the equipment number as shown on the drawings.

2.1.5 Exterior Primer Coat

Exterior surfaces of the baseplate shall be primed by the manufacturer. Coating shall be applied meeting requirements of SSPC PA 1. Surface cleaning shall meet requirements of SSPC SP 10/NACE No. 2. Metal primer

shall be zinc rich paint conforming to specification MIL-DTL-24441, Type 1, Class 3. Dry film thickness shall be 2 to 4 mils.

2.1.6 Exterior Topcoat

Manufacturer's standard exterior topcoat shall be applied at factory to the base plate.

2.1.7 Motors

a. Motor shall be furnished by the pump manufacturer and shall be non-overloading with 10 percent head increase, and suitable for the environment and operating conditions to which it will be subjected. Motors for vertical turbine pumps shall be provided with anti-reversing ratchet. Provide space heaters suitable for operation on 460 or 120 volts as indicated on the drawings within the motor enclosure to prevent moisture condensation after shut-down. Motor shall be UL listed for use in Class 1, Division 1, Group D hazardous areas, and shall have a maximum temperature rating of T2D (419 degrees F) as defined by NFPA 70. The motor nameplate shall include the temperature rating of the motor and locked-rotor indicating code letters in accordance with NFPA 70, Table 430-7(b).

b. Voltage rating shall be 460 volts, 3 phase, 60HZ. Motor nominal speed shall match pump. Motors shall be capable of delivering rated horsepower output successfully and continuously under conditions of voltage variations of 10 percent above or below rated voltage.

c. Pump manufacturer shall assure the specified output and proper operation of the pump without being overloaded at unity service factor when operating at any point on the pump performance curve. In addition to having sufficient horsepower-output rating at rated speed, motor shall have performance characteristics which will allow, without injurious overheating of the motor, accelerating the load from standstill to rated speed under conditions of 10 starts per hour. Attention is specifically directed to the fact that thermal characteristics of motors with regard to capability for accelerating the load may vary greatly from motor manufacturer to motor manufacturer, notwithstanding that the horsepower rating may be the same. It is the pump manufacturer's responsibility to provide motors with adequate thermal starting characteristics as well as adequate rated-speed operating characteristics. Service factors shall conform with NEMA standards; however, service factors are only applicable at rated nameplate voltage and frequency. Since all system voltages are subject to variation, service factors above unity shall not be applied in sizing motor.

d. Motor shall be squirrel-cage induction type. Motor shall be NEMA Design B (normal-torque, low starting current).

e. Motor insulation shall be non-hydroscopic, NEMA Class H, 82 degrees F for motors over 10 hp and NEMA Class F, 302 degrees F for 10 hp and smaller. Stator windings shall be epoxy impregnated. The impregnations shall be applied by the vacuum and pressure process.

f. Winding temperature rise, (based on a maximum ambient temperature of 4 degrees F at 3300-feet altitude) shall not exceed 176 degrees F.

g. Bearings shall be ABMA minimum L10 life of 60,000 hours or L50 life of

300,000 hours suitable for the size, type, and application when the pump is operating at the specified flow and head.

h. Motor enclosures shall be totally enclosed, weather sealed, fan cooled, explosion-proof and shall be listed and labeled for Class 1, Group D areas. Provide bronze ground bolt on motor enclosure. All motor external electrical connections shall be terminated within a single terminal housing.

i. The dynamic balance, overspeed withstand capability, and sound power levels of the motor shall conform with NEMA standard requirements.

j. The pump manufacturer shall furnish the Contracting Officer with the recommended minimum run time for the motor.

k. Pump motor shall be provided with temperature limiting thermostats within the motor frame when required to meet Class 1, Group D requirements.

l. Pump motor shall be furnished with lifting lugs on the motor casing.

m. Unless indicated otherwise, motors for conventional applications over 15 horsepower shall be the premiumy efficient type. This requirement is not applicable to hermetically sealed motors, integrally mounted motors, motors specified as part of energy efficient equipment, wound rotor motors, or any application involving special construction or performance. Guaranteed minimum full load efficiencies shall be (based on 3600, 2 pole, totally enclosed):

20 hp	92.0 percent	75 hp	95.5 percent
25 hp	92.0 percent	100 hp	93.5 percent
30 hp	92.0 percent	125 hp	94.5 percent
40 hp	92.0 percent	150 hp	94.5 percent
50 hp	92.5 percent	200 hp	94.5 percent
60 hp	92.5 percent	600 hp	94.5 percent

n. Other motors of different speed or housing classification shall also be of the premium efficient type, as advertised by the motor manufacturer, with efficiency greater than the standard line. Motor efficiencies shall have been verified in accordance with NEMA MG 1, 12.53.a., and determined using the dynamometer method as described in IEEE 112, Method B. All shop drawing submittals on motor driven equipment shall include the motor efficiency.

2.2 FUEL TRANSFER PUMP (FTP-1) ~~AND WATER DRAW-OFF PUMP (SP-1)~~

2.2.1 Capacity

Capacity shall be 50 gpm against a total head of 125 feet when driven at 1800 rpm~~ for the Fuel Transfer Pump, and 50 gpm against a total head of 100 feet for the Water Draw-off Pump, when driven at 3600 rpm~~. Overall efficiency at design conditions of pump and driver, connected, shall be minimum 50 percent. Pump head capacity shall be continually rising and

shall be free of dips and valleys from design point to shut-off head. Pump shall be capable of at least 10 percent head increase at rated conditions by installing a new impeller.

2.2.2 Assembly

The pump for this service shall meet the requirements of API Std 610, latest edition, seventh edition for vibration. Wherever the information contained herein conflicts with said standard, the information herein shall govern. The pump for this service shall run at a nominal 1800 rpm ~~for FTP 1 and 3600 rpm for SP 1,~~ and shall be a multi-stage, vertical turbine pump. Pump and motor shall be furnished as a complete unit as herein specified. Pump assembly shall be statically and dynamically balanced for all flow rates from minimum flow to 120 percent of design flow.

2.2.3 Materials

The materials of construction for the pump shaft and the impeller shall be stainless steel. All other materials shall be material class S-1 with the wetted ferrous parts such as the bowl interiors enamel-lined, bowl exteriors, column interior and exterior, discharge head interior epoxy-coated per MIL-PRF-4556, and discharge head exterior epoxy-coated per MIL-DTL-24441.

2.2.3.1 Mechanical Seal

API STD 682, balanced type, API Class Code BSTHN.

2.2.4 Construction

Castings used for any part of pumps shall be sound and free of shrink or blow holes, scale, blisters, and other similar casting defects. The surfaces of casting shall be cleaned by sand or shot blasting, pickling, or other standard methods used by the manufacturer. All mold parting fins and remains of gates and risers shall be either chipped, filed, or ground flush with the surface of the casting. The repair of casting leaks and defects by peening or by the use of cement compounds is prohibited.by ASME BPVC SEC VIII D1.

2.2.4.1 Couplings

Couplings shall be flanged, rigid spacer type, CPAT or equal. The couplings shall be of the spacer-type with a spacer of sufficient length to permit replacement of the mechanical seal assembly without removing the motor. The pump half coupling shall be of such design that it can be removed without the use of heat. Coupling halves shall fit tightly to the shafts of the pump and the driver so as not to become loose during operation. The coupling shall be provided with an OSHA approved coupling guard.

2.2.4.2 Impeller

Impeller shall be keyed to the shaft for radial loads and fixed in the axial position by shaft sleeve nuts, or other positive positioning device. Impellers shall be held to the shaft so that the impeller will not become loose should the pump accidentally rotate in reverse direction. The impeller shall be statically and dynamically balanced.

2.2.4.3 Wear Rings

Renewable wearing rings shall be positively locked on the impeller. Wearing rings shall fit with close tolerances so as to permit a minimum of recirculation. Positive locking case wearing rings shall be provided so that the case wearing rings will not rotate or change position in the case.

2.2.4.4 Shaft

Shaft shall be designed with a high safety factor to easily withstand the torsional loads and other stresses to which it may be subjected. It shall be so designed that there will be no detrimental vibration stresses. Surfaces shall be ground to accurate dimensions. Shaft deflection shall be limited to 0.0020-inch maximum when measured at the face of the mechanical seal under the operating condition of zero flow at shut off head. Shaft shall be protected through the mechanical seal by means of a shaft sleeve. Seal piping from the discharge to the mechanical seal shall be provided.

2.2.4.5 Finishing

Passageways and impellers shall be finished to permit maximum efficiency and provide noise reduction. Overall sound levels shall not exceed OSHA limits.

2.2.4.6 Bearings

Bearings shall be product-lubricated. Sleeve type, carbon graphite shall be provided. Bearing spacing shall be per API Std 610.

2.2.4.7 Drilling and Tapping

Casting shall be drilled and tapped for drain and seal recirculation lines. All connections shall be provided with plugs.

2.2.4.8 Mounting Flange

Mounting flange shall be coordinated with the tank's mounting flange, and shall be ANSI or API pattern.

2.2.4.9 Special Tools

Pumps shall be furnished with special tools necessary to dismantle and reassemble the unit.

2.2.4.10 Service Nameplate

A pump service nameplate, of type 18-8 stainless steel or monel, securely attached by stainless steel pins at an easily accessible point on the pump, shall be furnished in addition to the identification nameplate. The pump service nameplate shall be stamped with the following information:

Manufacturer's name
Serial number of pump
Capacity, gpm
Pumping head, ft
Maximum specific gravity of fluid to be pumped
Revolutions per minute
Horsepower of driver

2.2.4.11 Identification Nameplate

A pump identification nameplate of Type 18-8 stainless steel or monel shall be provided and securely attached by stainless steel pins to a conspicuous place on the pump head. Tagging in letters 1/4-inch high shall be the equipment number as shown on the drawings.

2.2.4.12 Exterior Primer Coat

Exterior surfaces of the pump and baseplate shall be primed by the manufacturer. Surface cleaning shall meet requirements of SSPC SP 10/NACE No. 2. Metal primer shall be zinc rich paint conforming to specification MIL-DTL-24441 Type 1, Class 3. Dry film thickness shall be 2 to 4 mils.

2.2.4.13 Exterior Topcoat

Manufacturer's standard exterior topcoat shall be factory applied and shall be white.

2.2.5 Motor

Refer to paragraph, Motors for the Fueling Pumps.

PART 3 EXECUTION

3.1 PREPARATION FOR SHIPMENT

3.1.1 Rust Preventative

Exterior machine surfaces shall be coated with a rust preventative. Pumps shall be disassembled after the shop running tests and inspected, and internal parts shall be coated with a rust preventative before reassembling.

3.1.2 Closure of Openings

Threaded openings shall be provided with metallic plugs or caps. Flanges shall be gasketed with rubber and closed with 3/16-inch thick plate of the same outside diameter as the match flange. A minimum of four full-diameter bolts shall hold closure in place.

3.1.3 Assembly

Pumps shall be shipped assembled or a field service engineer shall be furnished to supervise the field assembly at no additional cost to the Government.

3.1.4 Bracing

Each unit shall be suitably prepared for shipment, supported and braced, with auxiliary equipment secured to prevent damage during shipment.

3.1.5 Vapor Inhibiting Wraps

Exposed shafts and shaft couplings shall be wrapped with waterproof moldable waxed cloth or vapor inhibitor paper. The seams shall be sealed with adhesive tape.

3.1.6 Shipping Identification

Each pump shall be identified with a metal tag showing the item number. Material shipped separately shall be marked with a metal tag indicating the item number for which it is intended.

3.2 INSTALLATION

Install equipment and components true to line, level and plumb, and measured from established benchmarks or reference points. Follow manufacturer's recommended practices for equipment installation. Provide required clearances between equipment components. Equipment, apparatus, and accessories requiring normal servicing or maintenance shall be easily accessible.

3.2.1 Anchoring

Anchor equipment in place as indicated on the drawings or per manufacturer's recommendations. Minimum anchor bolt size is 5 inch. Check alignment of anchor bolts and/or bolt holes before installing equipment and clean-out associated sleeves. Do not cut bolts due to misalignment. Notify the Contracting Officer of errors and obtain the Contracting Officer's acceptance before proceeding with corrections. Cut anchor bolts of excess length to the appropriate length without damage to threads.

3.2.2 Grouting

Equipment which is anchored to a pad shall be grouted in place. Before setting equipment in place and before placing grout, clean surfaces to be in contact with grout, including fasteners and sleeves. Remove standing water, debris, oil, rust, coatings and other materials which impair bond. Clean contaminated concrete by grinding. Clean metal surfaces of mill scale and rust by hand or power tool methods. Provide formwork for placing and retaining grout. Grout to be non-metallic, non-shrink, fluid precision grout of a hydraulic cementitious system with graded and processed silica aggregate, portland cement, shrinkage compensating agents, plasticizing and water reducing agents; free of aluminum powder agents, oxidizing agents and inorganic accelerators, including chlorides; proportioned, pre-mixed and packaged at factory with only the addition of water required at the project site. Grouting to meet requirements of ASTM C827/C827M. Perform all grouting in accord with equipment manufacturer's and grout manufacturer's published specifications and recommendations.

3.2.3 Leveling and Aligning

Level and align equipment in accord with respective manufacturer's published data. Do not use anchor bolt, jack-nuts or wedges to support, level or align equipment. Install only flat shims for leveling equipment. Place shims to fully support equipment. Wedging is not permitted. Shims to be fabricated flat carbon steel units of surface configuration and area not less than equipment bearing surface. Shims to provide for full equipment support. Shim to have smooth surfaces and edges, free from burrs and slivers. Flame or electrode cut edges not acceptable.

3.2.4 Direct Drives

Alignment procedure follows.

3.2.4.1 Rotation Direction and Speed

Check and correct drive shaft rotation direction and speed.

3.2.4.2 End Play

Run drive shafts at operational speed. Determine whether axial end play exists. Run drive shaft at operational speed and mark drive shaft axial position when end play exists. Block drive shaft in operating position when aligning drive shaft with driven shaft.

3.2.4.3 Shaft Leveling and Radial Alignment

Check shaft leveling by placing a straightedge across the two coupling half faces in both horizontal and vertical planes.

3.2.4.4 Angular Alignment and End Clearance

Pump alignment shall be accomplished by the factory technician or a millwright trained in pump alignment, and with the use of dial gauges or laser alignment equipment.

3.2.4.5 Final Recheck

Check adjustments with dial indicator after completing recheck. Align shafts within 0.002-inch tolerance, except as otherwise required by more stringent requirements of equipment manufacturer.

3.2.5 Start-up Representative

A manufacturer's field service representative shall be provided at no additional cost to the Government to check the pumps for proper operation prior to start-up and also to witness, as a minimum, the first two days of operation. Any additional time required due to delays or corrections shall be provided at no additional cost to the Government. The manufacturer's field service representative shall also instruct the required personnel in the proper operation and maintenance of the pumps.

-- End of Section --