

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

GODDARD SPACE FLIGHT CENTER

WALLOPS FLIGHT FACILITY

WALLOPS ISLAND, VA 23337

**WALLOPS AIRFIELD REPAIR PROJECT, FCLP PHASE 2
SPECIFICATION/DRAWING SUPPLEMENTAL CLARIFICATION**

**Wallops Airfield Repair Project, FCLP Phase 2 (A-2A, 2C, 1B, 2A, 2B, 3A, 3B, 6A, TA-1A,
2A, TB-6C, and TC-7A)**

LOCATED

AT

NASA GSFC/WALLOPS FLIGHT FACILITY

WALLOPS ISLAND, VIRGINIA

Date: May 18, 2015

**Wallops Airfield Repair Project, FCLP Phase 2
Specification/Drawing Supplemental Clarification
May 18, 2015**

Specification Supplemental Clarification:

31 32 11 Soil Surface Erosion Control

Temporary and Permanent Seeding is not allowed due to Airfield BASH restrictions, all areas to be stabilized must use an endophyte Fescue Sod.

01 22 00.00 10 Measurement And Payment

In areas of new AC Pavement Overlay, Contractor will provide a Pre-Construction Survey at the same grid interval as the design plans, a Post Mill Survey and a Post Pave Survey that list proposed design elevations, actual asbuilt elevations and any variance between the two for review of the Government. Payment for milling and payment for paving will not be issued until this survey has been reviewed and approved along with all other required tests and certifications. Survey shall be on 11x17 at the same scale as the design plans as a minimum. Invoiced amount of work in place from CONTRACTOR shall agree with the volume reports from the survey. If discrepancies are discovered then the Government will require the CONTRACTOR to supply the CAD files of the surveys for Government analysis.

01 20 00.00 20 Price And Payment Procedures

Schedule of Prices shall have a price adjustment column for inclusion of the pay factor adjustment for quality as listed in the specification. The QC must submit all required tests, certifications, surveys, etc with a cover report suggesting all of the payment adjustment factors as applicable for each lot of material placed prior to invoicing.

01 45 00.00 40 Quality Control

The QC Manager and SSHO/Superintendent cannot be the same person. The QC Manager and SSHO/Superintendent are both full time required positions for this project, if either is not present then all work shall stop until the project is properly manned. The QC Manager and SSHO shall both have at least 5 years of experience working on similar size and scope and Airfield Pavement Projects to be acceptable.

32 01 11.51 Paint Removal From Airfield Pavements

CONTRACTOR shall use Avion 50 or approved equal for any rubber removal on any AC or PCC.

32 12 15.13 Hot Mix Asphalt Airfield Paving

-JMF shall state the minimum placement temperature of HMA.

-All proposed AC joints shall have a minimum 2' offset from existing longitudinal joints in the underlying matt.

-Production pavement cannot begin until all tests are back and approved for the test strip. The equipment and workers that place the test strip MUST be the same workers and equipment that applies production pavement.

- All test, reports, certifications, invoices, control charts, etc must be reviewed and approved by the QC prior to submittal to the Government for acceptance.
- Lab must be located at the batch plant
- HMA specimen must be compacted and tested within 2 hours of mixing and prior to HMA bulk production (no reheat allowed on HMA production specimen)
- HMA must be in place 3 hours or less from the plant (for uninsulated trucks) and must meet minimum temperature requirements or cannot be placed and cannot be recycled, must be discarded offsite.

Required tests within 24 hours of placement:

- Matt density – 4 cores/lot
- Joint density – 4 cores/lot
- HMA to PCC joints – additional cores per joint required

- Note: cores are to be rejected if more than 2% water absorption in cores as porous mixes provide false data
- JMF should be designed for a TMD of 4% air void and the in place cores should have actual air voids less than 6% to be acceptable
- testing lab must be certified per ASTM D3666
- HMA to PC joints must have HMA placed parallel to PCC and additional cores are required to verify compaction at 4 cores per joint min and 4 cores per 10' wide lot max
- JMF test must be less than 6 months old
- aggregate tests must be less than 90 days old
- Use less than 15% natural sand
- Aggregate dust shall be less than 1.5%
- PG 70-22 binder should exceed 5% and may be as high as 7% to provide a properly consolidated matt
- crushed aggregate should have more than 75% that have 2 or more fractured faces
- No RAP allowed in surface
- RAP is to have less than a 2" diameter when used in the leveling course
- Nuc Gauge can be used to determine roller pattern but cores are used to verify in place density
- can grind surface asphalt but not mill the final surface
- no skim patching or skim coat is allowed to fill low spots, all areas that are low out of spec must be removed and repaved
- no more than 3 passes are allowed on the matt with a vibratory roller (additional passes can be made with vibration turned off), this should be established with the approved roller pattern established during the test strip
- must use an oscillatory vibratory roller on joints
- must use a rubber tire roller on PCC to HMA joints
- must mark each lot and core location in the field for Government verification
- required Material Transfer Vehicle must reheat and remix HMA and be self-propelled with an articulated arm

- Hopper must be installed and operating at the top of the HMA silo
- If batch plant is located onsite, CONTRACTOR must ensure that plant meets all safety requirements, labeled panels, containment berms, spill protection kits, fire extinguishers, first aid kits, handrails on elevated platforms, confined space signage, etc
- must cut back longitudinal joints by 3" minimum if temperature is below 175F before next matt placement. Or can trim and reheat edge if approved
- No tack balls or tracking of tack is allowed on subgrade or on new HMA matt or on existing station infrastructure, can use trackless tack.
- Overly segregated surface will be rejected and must be removed and repaved, overly segregated surface promotes premature failure due to freeze and thaw and creates a FOD hazard on an Airfield, Airfield segregation does not 'heal'.

Drawing Supplemental Clarification:

DWG #17064 Sheet CS502 Detail C

Large width cracks are defined as equal to and larger than 2" in width.

DWG #17063 Sheet CS501 Detail A

Overcutting of PCC is not allowed for any reason.

DWG #17039 Sheet CD501 Detail B

FOD barriers shall be set on and wrapped in filter fabric to prevent FOD migration.

DWG #17063 Sheet CS501 Detail F, G, H, J

The final elevation of the joint sealant shall be 1/8" from surface to minimize FOD.

DWG #17075 Sheet CM501 Detail D

The hold short lines shall be 12" thick with 12" spacing and not 6" as shown. There will be seven spaces at 12" = 7'