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SECTION 33 42 13 13 - CULVERTS

1.1 GENERAL

A. Description Of Work

1. This specification covers the furnishing and installation of materials for culverts. Products shall be as follows or as directed by the Owner. Installation procedures shall be in accordance with the product manufacturer's recommendations. Demolition and removal of materials shall be as required to support the work.

B. Submittals

1. Product Data: For each type of product indicated.

C. Delivery, Storage, And Handling

1. Delivery and Storage: Materials delivered to site shall be inspected for damage, unloaded, and stored with a minimum of handling. Materials shall not be stored directly on the ground. The inside of pipes and fittings shall be kept free of dirt and debris. Before, during, and after installation, plastic pipe and fittings shall be protected from any environment that would result in damage or deterioration to the material. The Contractor shall have a copy of the manufacturer's instructions available at the construction site at all times and shall follow these instructions unless directed otherwise by the the Owner. Solvents, solvent compounds, lubricants, elastomeric gaskets, and any similar materials required to install plastic pipe shall be stored in accordance with the manufacturer's recommendations and shall be discarded if the storage period exceeds the recommended shelf life. Solvents in use shall be discarded when the recommended pot life is exceeded.
2. Handling: Materials shall be handled in a manner that ensures delivery to the trench in sound, undamaged condition. Pipe shall be carried to the trench, not dragged.

1.2 PRODUCTS

A. Pipe For Culverts

1. Pipe for culverts and storm drains shall be of the sizes indicated and shall conform to the requirements specified.
2. Concrete Pipe
 - a. ASTM C76/ASTM C76M, Class I **OR II OR III OR IV OR V, as directed**, or ASTM C655 D-Load. Note: D-load is defined as the minimum required three-edge test load on a pipe to produce a 0.01 inch crack and/or ultimate failure in pounds per linear foot per foot (no metric definition) of inside diameter.
 - b. Reinforced Arch Culvert and Storm Drainpipe: ASTM C506/ASTM C506M, Class A-II **OR A-III OR A-IV, as directed**.
 - c. Reinforced Elliptical Culvert and Storm Drainpipe: ASTM C507/ASTM C507M. Horizontal elliptical pipe shall be Class HE-A **OR HE-I OR HE-II OR HE-III OR HE-IV, as directed**. Vertical elliptical pipe shall be Class VE-II **OR VE-III OR VE-IV OR VE-V OR VE-VI, as directed**.
 - d. Nonreinforced Pipe: ASTM C14/ASTM C14M, Class 1 **OR 2 OR 3, as directed**.
 - 1) Cast-In-Place Nonreinforced Conduit: ACI 346, except that testing shall be the responsibility of and at the expense of the Contractor. In the case of other conflicts between ACI 346 and project specifications, requirements of ACI 346 shall govern.
NOTE: This type conduit should not be used beneath structures, for drain crossings, adjacent to paved areas, or under high fills.
3. Clay Pipe: Standard or extra strength, as indicated, conforming to ASTM C700.
NOTE: "Bell-and-spigot piping only" in areas where corrosion problems may be anticipated with the stainless steel parts of the couplings used for plain-end piping.

4. Corrugated Steel Pipe
 - a. ASTM A760/A760M, zinc or aluminum (Type 2) coated pipe of either:
 - 1) Type I **OR** II, **as directed**, pipe with annular **OR** helical, **as directed**, 2-2/3 by 1/2 inch (68 by 13 mm) corrugations.
 - 2) Type IR **OR** IIR, **as directed**, pipe with helical 3/4 by 3/4 by 7-1/2 inch (19 by 19 by 190 mm) corrugations.
 - b. Fully Bituminous Coated
 - 1) AASHTO M190 Type A and ASTM A760/A 760M zinc or aluminum (Type 2) coated pipe of either:
 - a) Type I **OR** II, **as directed**, pipe with annular **OR** helical, **as directed**, 2-2/3 by 1/2 inch (68 by 13 mm) corrugations.
 - b) Type IR **OR** IIR, **as directed**, pipe with helical 3/4 by 3/4 by 7-1/2 inch (19 by 19 by 190 mm) corrugations.
 - c. Half Bituminous Coated, Part Paved: AASHTO M190 Type B and ASTM A760/A 760M zinc or aluminum (Type 2) coated Type I **OR** II, **as directed**, pipe with annular **OR** helical, **as directed**, 2-2/3 by 1/2 inch (68 by 13 mm) corrugations.
 - d. Fully Bituminous Coated, Part Paved: AASHTO M190 Type C and ASTM A760/A 760M zinc or aluminum (Type 2) coated Type I **OR** II, **as directed**, pipe with annular **OR** helical, **as directed**, 2-2/3 by 1/2 inch (68 by 13 mm) corrugations.
 - e. Fully Bituminous Coated, Fully Paved: AASHTO M190 Type D and ASTM A760/A 760M zinc or aluminum (Type 2) coated Type I **OR** II, **as directed**, pipe with annular **OR** helical, **as directed**, 2-2/3 by 1/2 inch (68 by 13 mm) corrugations.
 - f. Concrete-Lined: ASTM A760/A760M zinc coated Type I corrugated steel pipe with annular **OR** helical, **as directed**, 2-2/3 by 1/2 inch (68 by 13 mm) corrugations and a concrete lining in accordance with ASTM A849.
 - g. Polymer Precoated: ASTM A 762/A 762M corrugated steel pipe fabricated from ASTM A742/A742M Grade 250/250 10/10 polymer precoated sheet of either:
 - 1) Type I **OR** II, **as directed**, pipe with annular **OR** helical, **as directed**, 2-2/3 by 1/2 inch (68 by 13 mm) corrugations.
 - 2) Type IR **OR** IIR, **as directed**, pipe with helical 3/4 by 3/4 by 7-1/2 inch (19 by 19 by 190 mm) corrugations.
 - h. Polymer Precoated, Part Paved: ASTM A762/A762M Type I **OR** II, **as directed**, corrugated steel pipe and AASHTO M190 Type B (modified) paved invert only, fabricated from ASTM A742/A742M Grade 250/250 10/10 polymer precoated sheet with annular **OR** helical, **as directed**, 2-2/3 by 1/2 inch (68 by 13 mm) corrugations.
 - i. Polymer Precoated, Fully Paved: ASTM A762/A762M Type I **OR** II, **as directed**, corrugated steel pipe and AASHTO M190 Type D (modified), fully paved only, fabricated from ASTM A 742/A 742M Grade 250/250 10/10 polymer precoated sheet with annular **OR** helical, **as directed**, 2-2/3 by 1/2 inch (68 by 13 mm) corrugations.
 5. Corrugated Aluminum Alloy Pipe: ASTM B745/B745M corrugated aluminum alloy pipe of either:
 - 1) Type I **OR** II, **as directed**, pipe with annular **OR** helical, **as directed**, corrugations.
 - 2) Type IA **OR** IR **OR** IIA **OR** IIR, **as directed**, pipe with helical corrugations.
 - b. Aluminum Fully Bituminous Coated: Bituminous coating shall conform to ASTM A849. Piping shall conform to AASHTO M190 Type A and ASTM B745/B745M corrugated aluminum alloy pipe of either:
 - 1) Type I **OR** II, **as directed**, pipe with annular **OR** helical, **as directed**, corrugations.
 - 2) Type IA **OR** IR **OR** IIA **OR** IIR, **as directed**, pipe with helical corrugations.
 - c. Aluminum Fully Bituminous Coated, Part Paved: Bituminous coating shall conform to ASTM A849. Piping shall conform to AASHTO M190 Type C and ASTM B 745/B 745M corrugated aluminum alloy pipe of either:
 - 1) Type I **OR** II, **as directed**, pipe with annular **OR** helical, **as directed**, corrugations.
 - 2) Type IR **OR** IIR, **as directed**, pipe with helical corrugations.
6. Structural Plate, Steel Pipe, Pipe Arches and Arches

- a. Assembled with galvanized steel nuts and bolts, from galvanized corrugated steel plates conforming to AASHTO M167. Pipe coating, when required, shall conform to the requirements of AASHTO M190 Type A **OR** AASHTO M243, **as directed**.
 - b. Thickness of plates shall be as indicated.
7. Structural Plate, Aluminum Pipe, Pipe Arches and Arches
 - a. Assembled with either aluminum alloy, aluminum coated steel, stainless steel or zinc coated steel nuts and bolts. Nuts and bolts, and aluminum alloy plates shall conform to AASHTO M219. Pipe coating, when required, shall conform to the requirements of AASHTO M190, Type A **OR** AASHTO M 243, **as directed**.
 - b. Thickness of plates shall be as indicated.
8. Ductile Iron Culvert Pipe: ASTM A716.
9. Cast-Iron Soil Piping: Cast-Iron Soil Pipe shall conform to ASTM A74, service-weight; gaskets shall be compression-type rubber conforming to ASTM C564.
10. PVC Pipe
 - a. The pipe manufacturer's resin certification, indicating the cell classification of PVC used to manufacture the pipe, shall be submitted prior to installation of the pipe.
 - b. Type PSM PVC Pipe: ASTM D3034, Type PSM, maximum SDR 35, produced from PVC certified by the compounder as meeting the requirements of ASTM D1784, minimum cell class 12454-B.
 - c. Profile PVC Pipe: ASTM F794, Series 46, produced from PVC certified by the compounder as meeting the requirements of ASTM D1784, minimum cell class 12454-B.
 - d. Smooth Wall PVC Pipe: ASTM F679 produced from PVC certified by the compounder as meeting the requirements of ASTM D1784, minimum cell class 12454-B.
 - e. Corrugated PVC Pipe: ASTM F949 produced from PVC certified by the compounder as meeting the requirements of ASTM D 1784, minimum cell class 12454-B.
11. PE Pipe
 - a. The pipe manufacturer's resin certification indicating the cell classification of PE used to manufacture the pipe shall be submitted prior to installation of the pipe. The minimum cell classification for polyethylene plastic shall apply to each of the seven primary properties of the cell classification limits in accordance with ASTM D3350.
 - b. Smooth Wall PE Pipe: ASTM F714, maximum DR of 21 for pipes 3 to 24 inches (80 to 600 mm) in diameter and maximum DR of 26 for pipes 26 to 48 inches (650 to 1200 mm) in diameter. Pipe shall be produced from PE certified by the resin producer as meeting the requirements of ASTM D3350, minimum cell class 335434C.
 - c. Corrugated PE Pipe: AASHTO M294, Type S or D, for pipes 12 to 48 inches (300 to 1200 mm) and AASHTO MP 7, Type S or D, for pipes 54 to 60 inches (1350 to 1500 mm) produced from PE certified by the resin producer as meeting the requirements of ASTM D3350, minimum cell class in accordance with AASHTO M294. Pipe walls shall have the following properties:
 NOTE: Corrugated PE pipe culverts and storm drains shall not be installed beneath airfield pavements, Class A, B, or C roads, or road pavements with a design index of 6 or greater. Type S pipe has a full circular cross-section, with an outer corrugated pipe wall and a smooth inner liner. Type C pipe has a full circular cross-section, with a corrugated surface both inside and outside. Corrugations may be either annular or helical.

Nominal Size (in.)	Minimum Wall Area (square in/ft)	Minimum Moment of Inertia of Wall Section (in to the 4th/in)
12	1.50	0.024
15	1.91	0.053
18	2.34	0.062
24	3.14	0.116
30	3.92	0.163
36	4.50	0.222
42	4.69	0.543



48	5.15	0.543
54	5.67	0.800
60	6.45	0.800
Nominal Size (mm)	Minimum Wall Area (square mm/m)	Minimum Moment of Inertia of Wall Section (mm to the 4th/mm)
300	3200	390
375	4000	870
450	4900	1020
600	6600	1900
750	8300	2670
900	9500	3640
1050	9900	8900
1200	10900	8900
1350	12000	13110
1500	13650	13110

- d. Profile Wall PE Pipe: ASTM F894, RSC 160, produced from PE certified by the resin producer as meeting the requirements of ASTM D3350, minimum cell class 334433C. Pipe walls shall have the following properties:

Nominal Size (in.)	Minimum Wall Area (square in/ft)	Cell Class 334433C	Cell Class 335434C
18	2.96	0.052	0.038
21	4.15	0.070	0.051
24	4.66	0.081	0.059
27	5.91	0.125	0.091
30	5.91	0.125	0.091
33	6.99	0.161	0.132
36	8.08	0.202	0.165
42	7.81	0.277	0.227
48	8.82	0.338	0.277

Minimum Moment
Of Inertia of
Wall Section
(mm to the 4th/mm)

Nominal Size (mm)	Minimum Wall Area (square mm/m)	Cell Class 334433C	Cell Class 335434C
450	6300	850	620
525	8800	1150	840
600	9900	1330	970
675	12500	2050	1490
750	12500	2050	1490

825	14800	2640	2160
900	17100	3310	2700
1050	16500	4540	3720
1200	18700	5540	4540

B. Drainage Structures

1. Flared End Sections: Sections shall be of a standard design fabricated from zinc coated steel sheets meeting requirements of ASTM A929/A929M.
2. Precast Reinforced Concrete Box: Four-sided box section with open ends to be monolithically cast of reinforced concrete, smooth inside surfaces. Each box section shall be manufactured with chamfered inside corners. Design and manufacture shall conform to ASTM C890.
 - a. Design References: ACI 318.
 - 1) Boxes subjected to highway loadings shall conform to requirements of AASHTO M259 or M273, as applicable, and ASTM C789, C850, C1433, and PS62.
 - 2) Boxes subjected to aircraft loadings shall conform to requirements of FAA specifications.
 - 3) Boxes subjected to railway loadings shall conform to requirements of AREMA specifications.
 - b. Concrete: 5,000 psi @ 30 days, unless otherwise directed.
 - c. Entrained Air: 5 to 9 percent.
 - d. Steel Reinforcing: ASTM A1064, A615, A616, Grade 60, 60 ksi.
 - e. Design Loading: AASHTO HS-20-44 or HS-25-44 with 30 percent impact and equivalent soil pressure of 130 psf. Floatation forces not accounted for.
 - f. Joints: Each section shall have a male and female end with no less than 1-1/2-inch of concrete overlap and shall include a 1-inch square neoprene gasket, cemented to male surface of section during manufacture.
 - g. End Sections: As required for the individual installation, provide:
 - 1) Doweled end for 1-inch diameter x 12-inch deep steel dowels, keyway slot.
 - 2) Keyway slot, a shear connection between the precast and field cast sections.
 - 3) Plain end, for use where wing and end walls act independently of precast box.
 - h. Lifting Pins: Each section shall be equipped with 4 OSHA approved lifting pins.
 - i. For multi-cell installations, fill 1-inch spacing between cells with granular material to assume proper load distribution.
3. Three-Sided Structures for Culverts or Short Span Bridge System
 - a. Structures shall conform to requirements of ASTM C1504 and ACI 318. For structures subjected to roadway loadings, conform to requirements of AASHTO specifications.

C. Miscellaneous Materials

1. Concrete
 - a. Unless otherwise specified, concrete and reinforced concrete shall conform to the requirements concrete under Division 03 Section "Cast-in-place Concrete". The concrete mixture shall have air content by volume of concrete, based on measurements made immediately after discharge from the mixer, of 5 to 7 percent when maximum size of coarse aggregate exceeds 1-1/2 inches (37.5 mm).
 - b. Air content shall be determined in accordance with ASTM C231. The concrete covering over steel reinforcing shall not be less than 1 inch (25 mm) thick for covers and not less than 1-1/2 inches (40 mm) thick for walls and flooring. Concrete covering deposited directly against the ground shall have a thickness of at least 3 inches (75 mm) between steel and ground.
 - c. Expansion-joint filler material shall conform to ASTM D1751, or ASTM D1752, or shall be resin-impregnated fiberboard conforming to the physical requirements of ASTM D1752.
2. Mortar: Mortar for pipe joints, connections to other drainage structures, and brick or block construction shall conform to ASTM C270, Type M, except that the maximum placement time shall be 1 hour. The quantity of water in the mixture shall be sufficient to produce a stiff workable mortar. Water shall be clean and free of harmful acids, alkalies, and organic impurities. The mortar shall be used within 30 minutes after the ingredients are mixed with water. The inside of

- the joint shall be wiped clean and finished smooth. The mortar head on the outside shall be protected from air and sun with a proper covering until satisfactorily cured.
3. Precast Concrete Segmental Blocks: Precast concrete segmental block shall conform to ASTM C139, not more than 8 inches (200 mm) thick, not less than 8 inches (200 mm) long, and of such shape that joints can be sealed effectively and bonded with cement mortar.
 4. Brick
 - a. Brick shall conform to ASTM C62, Grade SW; ASTM C55, Grade S-I or S-II; or ASTM C32, Grade MS. Mortar for jointing and plastering shall consist of one part portland cement and two parts fine sand. Lime may be added to the mortar in a quantity not more than 25 percent of the volume of cement.
 - b. The joints shall be filled completely and shall be smooth and free from surplus mortar on the inside of the structure. Brick structures shall be plastered with 1/2 inch (10 mm) of mortar over the entire outside surface of the walls. For square or rectangular structures, brick shall be laid in stretcher courses with a header course every sixth course. For round structures, brick shall be laid radially with every sixth course a stretcher course.
 5. Precast Reinforced Concrete Manholes
 - a. Precast reinforced concrete manholes shall conform to ASTM C478/ASTM C478M.
 - b. Joints between precast concrete risers and tops shall be full-bedded in cement mortar and shall be smoothed to a uniform surface on both interior and exterior of the structure **OR** made with flexible watertight, rubber-type gaskets meeting the requirements of paragraph JOINTS, **as directed**.
 6. Prefabricated Corrugated Metal Manholes
 - a. Manholes shall be of the type and design recommended by the manufacturer.
 - b. Manholes shall be complete with frames and cover, or frames and gratings.
 7. Frame and Cover for Gratings
 - a. Frame and cover for gratings shall be cast gray iron, ASTM A48/A48M,
 - b. Class 35B; cast ductile iron, ASTM A536, Grade 65-45-12; or cast aluminum, ASTM B26M/B26, Alloy 356.OT6. Weight, shape, size, and waterway openings for grates and curb inlets shall be as indicated on the plans.
 8. Joints
 - a. Flexible Watertight Joints
 - 1) Materials: Flexible watertight joints shall be made with plastic or rubber-type gaskets for concrete pipe and with factory-fabricated resilient materials for clay pipe. The design of joints and the physical requirements for plastic gaskets shall conform to AASHTO M198, and rubber-type gaskets shall conform to ASTM C443/ASTM C443M. Factory-fabricated resilient joint materials shall conform to ASTM C425. Gaskets shall have not more than one factory-fabricated splice, except that two factory-fabricated splices of the rubber-type gasket are permitted if the nominal diameter of the pipe being gasketed exceeds 54 inches (1.35 m).
 - 2) Test Requirements: Watertight joints shall be tested and shall meet test requirements of paragraph HYDROSTATIC TEST ON WATERTIGHT JOINTS. Rubber gaskets shall comply with the oil resistant gasket requirements of ASTM C443/ASTM C443M. Certified copies of test results shall be delivered to the the Owner before gaskets or jointing materials are installed. Alternate types of watertight joint may be furnished, if specifically approved.
 - b. External Sealing Bands: Requirements for external sealing bands shall conform to ASTM C877/ASTM C877M.
 - c. Flexible Watertight, Gasketed Joints
 - 1) Gaskets: When infiltration or exfiltration is a concern for pipe lines, the couplings may be required to have gaskets. The closed-cell expanded rubber gaskets shall be a continuous band approximately 7 inches (178 mm) wide and approximately 3/8 inch (10 mm) thick, meeting the requirements of ASTM D1056, Type 2 A1 **OR** B3, **as directed**, and shall have a quality retention rating of not less than 70 percent when tested for weather resistance by ozone chamber exposure, Method B of ASTM D1171. Rubber O-ring gaskets shall be 13/16 inch (21 mm) in diameter for pipe

diameters of 36 inches (914 mm) or smaller and 7/8 inch (22 mm) in diameter for larger pipe having 1/2 inch (13 mm) deep end corrugation. Rubber O-ring gaskets shall be 1-3/8 inches (35 mm) in diameter for pipe having 1 inch (25 mm) deep end corrugations. O-rings shall meet the requirements of AASHTO M198 or ASTM C443/ASTM C443M. Flexible plastic gaskets shall conform to requirements of AASHTO M198, Type B.

- 2) Connecting Bands: Connecting bands shall be of the type, size and sheet thickness of band, and the size of angles, bolts, rods and lugs as indicated or where not indicated as specified in the applicable standards or specifications for the pipe. Exterior rivet heads in the longitudinal seam under the connecting band shall be countersunk or the rivets shall be omitted and the seam welded. Watertight joints shall be tested and shall meet the test requirements of paragraph HYDROSTATIC TEST ON WATERTIGHT JOINTS.

- d. PVC Plastic Pipes: Joints shall be solvent cement or elastomeric gasket type in accordance with the specification for the pipe and as recommended by the pipe manufacturer.
- e. Smooth Wall PE Plastic Pipe: Pipe shall be joined using butt fusion method as recommended by the pipe manufacturer.
- f. Corrugated PE Plastic Pipe: Water tight joints shall be made using a PVC or PE coupling and rubber gaskets as recommended by the pipe manufacturer. Rubber gaskets shall conform to ASTM F477. Soil tight joints shall conform to the requirements in AASHTO HB-17, Division II, Section 26.4.2.4.(e) for soil tightness and shall be as recommended by the pipe manufacturer.
- g. Profile Wall PE Plastic Pipe: Joints shall be gasketed or thermal weld type with integral bell in accordance with ASTM F894.
- h. Ductile Iron Pipe: Couplings and fittings shall be as recommended by the pipe manufacturer.

D. Steel Ladder

1. Steel ladder shall be provided where the depth of the manhole exceeds 12 feet (3.66 m). These ladders shall be not less than 16 inches (406 mm) in width, with 3/4 inch (19 mm) diameter rungs spaced 12 inches (305 mm) apart. The two stringers shall be a minimum 3/8 inch (10 mm) thick and 2-1/2 inches (63 mm) wide. Ladders and inserts shall be galvanized after fabrication in conformance with ASTM A123/A123M.

E. Resilient Connectors

1. Flexible, watertight connectors used for connecting pipe to manholes and inlets shall conform to ASTM C923/ASTM C923M.

F. Hydrostatic Test On Watertight Joints

1. Concrete, Clay, PVC and PE Pipe: A hydrostatic test shall be made on the watertight joint types as proposed. Only one sample joint of each type needs testing; however, if the sample joint fails because of faulty design or workmanship, an additional sample joint may be tested. During the test period, gaskets or other jointing material shall be protected from extreme temperatures which might adversely affect the performance of such materials. Performance requirements for joints in reinforced and nonreinforced concrete pipe shall conform to AASHTO M198 or ASTM C443M ASTM C443. Test requirements for joints in clay pipe shall conform to ASTM C425. Test requirements for joints in PVC and PE plastic pipe shall conform to ASTM D3212.
2. Corrugated Steel and Aluminum Pipe: A hydrostatic test shall be made on the watertight joint system or coupling band type proposed. The moment strength required of the joint is expressed as 15 percent of the calculated moment capacity of the pipe on a transverse section remote from the joint by the AASHTO HB-17 (Division II, Section 26). The pipe shall be supported for the hydrostatic test with the joint located at the point which develops 15 percent of the moment capacity of the pipe based on the allowable span in meters feet for the pipe flowing full or 40,000 foot-pounds (54,233 Newton meters), whichever is less. Performance requirements shall be met

at an internal hydrostatic pressure of 10 psi (69 kPa) for a 10 minute period for both annular corrugated metal pipe and helical corrugated metal pipe with factory reformed ends.

G. Erosion Control Riprap

1. Provide nonerodible rock not exceeding 15 inches (375 mm) in its greatest dimension and choked with sufficient small rocks to provide a dense mass with a minimum thickness of 8 inches (200 mm) or as indicated.

1.3 EXECUTION

A. Excavation for Pipe Culverts and Drainage Structures

1. Excavation of trenches, and for appurtenances and backfilling for culverts and storm drains, shall be in accordance with the applicable portions of Division 31 Section "Earth Moving" and the requirements specified below.
2. Trenching: The width of trenches at any point below the top of the pipe shall be not greater than the outside diameter of the pipe plus 12-inches (300 mm) each side of pipe to permit satisfactory jointing and thorough tamping of the bedding material under and around the pipe. Sheet piling and bracing, where required, shall be placed within the trench width as specified. Contractor shall not overexcavate. Where trench widths are exceeded, redesign with a resultant increase in cost of stronger pipe or special installation procedures will be necessary. Cost of this redesign and increased cost of pipe or installation shall be borne by the Contractor without additional cost to the Owner.
3. Removal of Rock: Rock in either ledge or boulder formation shall be replaced with suitable materials to provide a compacted earth cushion having a thickness between unremoved rock and the pipe of at least 8 inches (200 mm) or 1/2 inch (13 mm) for each meter foot of fill over the top of the pipe, whichever is greater, but not more than three-fourths the nominal diameter of the pipe. Where bell-and-spigot pipe is used, the cushion shall be maintained under the bell as well as under the straight portion of the pipe. Rock excavation shall be as specified and defined in Division 31 Section "Earth Moving".
4. Removal of Unstable Material: Where wet or otherwise unstable soil incapable of properly supporting the pipe, as determined by the the Owner, is unexpectedly encountered in the bottom of a trench, such material shall be removed to the depth required and replaced to the proper grade with select granular material, compacted as provided in paragraph BACKFILLING. When removal of unstable material is due to the fault or neglect of the Contractor while performing shoring and sheet piling, water removal, or other specified requirements, such removal and replacement shall be performed at no additional cost to the Owner.

B. Bedding

1. The bedding surface for the pipe shall provide a firm foundation of uniform density throughout the entire length of the pipe.
2. Concrete Pipe Requirements: When no bedding class is specified or detailed on the drawings, concrete pipe shall be bedded in a soil foundation accurately shaped and rounded to conform to the lowest one-fourth of the outside portion of circular pipe or to the lower curved portion of pipe arch for the entire length of the pipe or pipe arch. When necessary, the bedding shall be tamped. Bell holes and depressions for joints shall be not more than the length, depth, and width required for properly making the particular type of joint.
3. Clay Pipe Requirements: Bedding for clay pipe shall be as specified by ASTM C12.
4. Corrugated Metal Pipe: Bedding for corrugated metal pipe and pipe arch shall be in accordance with ASTM A798/A798M. It is not required to shape the bedding to the pipe geometry. However, for pipe arches, the Contractor shall either shape the bedding to the relatively flat bottom arc or fine grade the foundation to a shallow v-shape. Bedding for corrugated structural plate pipe shall meet requirements of ASTM A807/A807M.
5. Ductile Iron and Cast-Iron Pipe: Bedding for ductile iron and cast-iron pipe shall be as shown on the drawings.

6. Plastic Pipe: Bedding for PVC and PE pipe shall meet the requirements of ASTM D2321. Bedding, haunching, and initial backfill shall be either Class IB or II material.

C. Placing Pipe

1. Each pipe shall be thoroughly examined before being laid; defective or damaged pipe shall not be used. Plastic pipe shall be protected from exposure to direct sunlight prior to laying, if necessary to maintain adequate pipe stiffness and meet installation deflection requirements. Pipelines shall be laid to the grades and alignment indicated. Proper facilities shall be provided for lowering sections of pipe into trenches. Lifting lugs in vertically elongated metal pipe shall be placed in the same vertical plane as the major axis of the pipe. Pipe shall not be laid in water, and pipe shall not be laid when trench conditions or weather are unsuitable for such work. Diversion of drainage or dewatering of trenches during construction shall be provided as necessary. Deflection of installed flexible pipe shall not exceed the following limits:

TYPE OF PIPE	MAXIMUM ALLOWABLE DEFLECTION (%)
Corrugated Steel and Aluminum Alloy	5
Concrete-Lined Corrugated Steel	3
Ductile Iron Culvert	3
Plastic	7.5

Not less than 30 days after the completion of backfilling, the Owner may perform a deflection test on the entire length of installed flexible pipe using a mandrel or other suitable device. Installed flexible pipe showing deflections greater than those indicated above shall be retested by a run from the opposite direction. If the retest also fails, the suspect pipe shall be replaced.

2. Concrete, Clay, PVC, Ribbed PVC, Ductile Iron and Cast-Iron Pipe: Laying shall proceed upgrade with spigot ends of bell-and-spigot pipe and tongue ends of tongue-and-groove pipe pointing in the direction of the flow.
3. Elliptical and Elliptical Reinforced Concrete Pipe: The manufacturer's reference lines, designating the top of the pipe, shall be within 5 degrees of a vertical plane through the longitudinal axis of the pipe, during placement. Damage to or misalignment of the pipe shall be prevented in all backfilling operations.
4. Corrugated PE Pipe: Laying shall be with the separate sections joined firmly on a bed shaped to line and grade and shall follow manufacturer's recommendations.
5. Corrugated Metal Pipe and Pipe Arch: Laying shall be with the separate sections joined firmly together, with the outside laps of circumferential joints pointing upstream, and with longitudinal laps on the sides. Part paved pipe shall be installed so that the centerline of bituminous pavement in the pipe, indicated by suitable markings on the top at each end of the pipe sections, coincides with the specified alignment of pipe. Fully paved steel pipe or pipe arch shall have a painted or otherwise applied label inside the pipe or pipe arch indicating sheet thickness of pipe or pipe arch. Any unprotected metal in the joints shall be coated with bituminous material as specified in AASHTO M190 or AASHTO M243. Interior coating shall be protected against damage from insertion or removal of struts or tie wires. Lifting lugs shall be used to facilitate moving pipe without damage to exterior or interior coatings. During transportation and installation, pipe or pipe arch and coupling bands shall be handled with care to preclude damage to the coating, paving or lining. Damaged coatings, pavings and linings shall be repaired in accordance with the manufacturer's recommendations prior to placing backfill. Pipe on which coating, paving or lining has been damaged to such an extent that satisfactory field repairs cannot be made shall be removed and replaced. Vertical elongation, where indicated, shall be accomplished by factory elongation. Suitable markings or properly placed lifting lugs shall be provided to ensure placement of factory elongated pipe in a vertical plane.
6. Structural-Plate Steel: Structural plate shall be installed in accordance with ASTM A807/A807M. Structural plate shall be assembled in accordance with instructions furnished by the manufacturer. Instructions shall show the position of each plate and the order of assembly. Bolts shall be tightened progressively and uniformly, starting at one end of the structure after all plates are in place. The operation shall be repeated to ensure that all bolts are tightened to meet the torque requirements of 200 foot-pounds (270 Newton meters) plus or minus 50 foot-pounds (68 Newton meters). Any power wrenches used shall be checked by the use of hand torque

wrenches or long-handled socket or structural wrenches for amount of torque produced. Power wrenches shall be checked and adjusted frequently as needed, according to type or condition, to ensure proper adjustment to supply the required torque.

7. Structural-Plate Aluminum: Structural plate shall be assembled in accordance with instructions furnished by the manufacturer. Instructions shall show the position of each plate and the order of assembly. Bolts shall be tightened progressively and uniformly, starting at one end of the structure after all plates are in place. The operation shall be repeated to ensure that all bolts are torqued to a minimum of 100 foot-pounds (136 Newton meters) on aluminum alloy bolts and a minimum of 150 foot-pounds (203 Newton meters) on galvanized steel bolts. Any power wrenches used shall be checked by the use of hand torque wrenches or long-handled socket or structural wrenches for the amount of torque produced. Power wrenches shall be checked and adjusted as frequently as needed, according to type or condition, to ensure that they are in proper adjustment to supply the required torque.
8. Multiple Culverts: Where multiple lines of pipe are installed, adjacent sides of pipe shall be at least half the nominal pipe diameter or 1 meter 3 feet apart, whichever is less.
9. Jacking Pipe Through Fills: Methods of operation and installation for jacking pipe through fills shall conform to requirements specified in Volume 1, Chapter 1, Part 4 of AREMA Manual.

D. Jointing

1. Concrete and Clay Pipe

- a. Cement-Mortar Bell-and-Spigot Joint: The first pipe shall be bedded to the established gradeline, with the bell end placed upstream. The interior surface of the bell shall be thoroughly cleaned with a wet brush and the lower portion of the bell filled with mortar as required to bring inner surfaces of abutting pipes flush and even. The spigot end of each subsequent pipe shall be cleaned with a wet brush and uniformly matched into a bell so that sections are closely fitted. After each section is laid, the remainder of the joint shall be filled with mortar, and a bead shall be formed around the outside of the joint with sufficient additional mortar. If mortar is not sufficiently stiff to prevent appreciable slump before setting, the outside of the joint shall be wrapped or bandaged with cheesecloth to hold mortar in place.
- b. Cement-Mortar Oakum Joint for Bell-and-Spigot Pipe: A closely twisted gasket shall be made of jute or oakum of the diameter required to support the spigot end of the pipe at the proper grade and to make the joint concentric. Joint packing shall be in one piece of sufficient length to pass around the pipe and lap at top. This gasket shall be thoroughly saturated with neat cement grout. The bell of the pipe shall be thoroughly cleaned with a wet brush, and the gasket shall be laid in the bell for the lower third of the circumference and covered with mortar. The spigot of the pipe shall be thoroughly cleaned with a wet brush, inserted in the bell, and carefully driven home. A small amount of mortar shall be inserted in the annular space for the upper two-thirds of the circumference. The gasket shall be lapped at the top of the pipe and driven home in the annular space with a caulking tool. The remainder of the annular space shall be filled completely with mortar and beveled at an angle of approximately 45 degrees with the outside of the bell. If mortar is not sufficiently stiff to prevent appreciable slump before setting, the outside of the joint thus made shall be wrapped with cheesecloth. Placing of this type of joint shall be kept at least five joints behind laying operations.
- c. Cement-Mortar Diaper Joint for Bell-and-Spigot Pipe: The pipe shall be centered so that the annular space is uniform. The annular space shall be caulked with jute or oakum. Before caulking, the inside of the bell and the outside of the spigot shall be cleaned.
 - 1) Diaper Bands: Diaper bands shall consist of heavy cloth fabric to hold grout in place at joints and shall be cut in lengths that extend one-eighth of the circumference of pipe above the spring line on one side of the pipe and up to the spring line on the other side of the pipe. Longitudinal edges of fabric bands shall be rolled and stitched around two pieces of wire. Width of fabric bands shall be such that after fabric has been securely stitched around both edges on wires, the wires will be uniformly spaced not less than 200 mm 8 inches apart. Wires shall be cut into

- lengths to pass around pipe with sufficient extra length for the ends to be twisted at top of pipe to hold the band securely in place; bands shall be accurately centered around lower portion of joint.
- 2) Grout: Grout shall be poured between band and pipe from the high side of band only, until grout rises to the top of band at the spring line of pipe, or as nearly so as possible, on the opposite side of pipe, to ensure a thorough sealing of joint around the portion of pipe covered by the band. Silt, slush, water, or polluted mortar grout forced up on the lower side shall be forced out by pouring, and removed.
 - 3) Remainder of Joint: The remaining unfilled upper portion of the joint shall be filled with mortar and a bead formed around the outside of this upper portion of the joint with a sufficient amount of additional mortar. The diaper shall be left in place. Placing of this type of joint shall be kept at least five joints behind actual laying of pipe. No backfilling around joints shall be done until joints have been fully inspected and approved.
- d. Cement-Mortar Tongue-and-Groove Joint: The first pipe shall be bedded carefully to the established gradeline with the groove upstream. A shallow excavation shall be made underneath the pipe at the joint and filled with mortar to provide a bed for the pipe. The grooved end of the first pipe shall be thoroughly cleaned with a wet brush, and a layer of soft mortar applied to the lower half of the groove. The tongue of the second pipe shall be cleaned with a wet brush; while in horizontal position, a layer of soft mortar shall be applied to the upper half of the tongue. The tongue end of the second pipe shall be inserted in the grooved end of the first pipe until mortar is squeezed out on interior and exterior surfaces. Sufficient mortar shall be used to fill the joint completely and to form a bead on the outside.
 - e. Cement-Mortar Diaper Joint for Tongue-and-Groove Pipe: The joint shall be of the type described for cement-mortar tongue-and-groove joint in this paragraph, except that the shallow excavation directly beneath the joint shall not be filled with mortar until after a gauze or cheesecloth band dipped in cement mortar has been wrapped around the outside of the joint. The cement-mortar bead at the joint shall be at least 1/2 inch (15 mm), thick and the width of the diaper band shall be at least 8 inches (200 mm). The diaper shall be left in place. Placing of this type of joint shall be kept at least five joints behind the actual laying of the pipe. Backfilling around the joints shall not be done until the joints have been fully inspected and approved.
 - f. Plastic Sealing Compound Joints for Tongue-and-Grooved Pipe: Sealing compounds shall follow the recommendation of the particular manufacturer in regard to special installation requirements. Surfaces to receive lubricants, primers, or adhesives shall be dry and clean. Sealing compounds shall be affixed to the pipe not more than 3 hours prior to installation of the pipe, and shall be protected from the sun, blowing dust, and other deleterious agents at all times. Sealing compounds shall be inspected before installation of the pipe, and any loose or improperly affixed sealing compound shall be removed and replaced. The pipe shall be aligned with the previously installed pipe, and the joint pulled together. If, while making the joint with mastic-type sealant, a slight protrusion of the material is not visible along the entire inner and outer circumference of the joint when the joint is pulled up, the pipe shall be removed and the joint remade. After the joint is made, all inner protrusions shall be cut off flush with the inner surface of the pipe. If nonmastic-type sealant material is used, the "Squeeze-Out" requirement above will be waived.
 - g. Flexible Watertight Joints: Gaskets and jointing materials shall be as recommended by the particular manufacturer in regard to use of lubricants, cements, adhesives, and other special installation requirements. Surfaces to receive lubricants, cements, or adhesives shall be clean and dry. Gaskets and jointing materials shall be affixed to the pipe not more than 24 hours prior to the installation of the pipe, and shall be protected from the sun, blowing dust, and other deleterious agents at all times. Gaskets and jointing materials shall be inspected before installing the pipe; any loose or improperly affixed gaskets and jointing materials shall be removed and replaced. The pipe shall be aligned with the previously installed pipe, and the joint pushed home. If, while the joint is being made the gasket becomes visibly dislocated the pipe shall be removed and the joint remade.

- h. External Sealing Band Joint for Noncircular Pipe: Surfaces to receive sealing bands shall be dry and clean. Bands shall be installed in accordance with manufacturer's recommendations.
- 2. Corrugated Metal Pipe
 - a. Field Joints: Transverse field joints shall be designed so that the successive connection of pipe sections will form a continuous line free of appreciable irregularities in the flow line. In addition, the joints shall meet the general performance requirements described in ASTM A798/A798M. Suitable transverse field joints which satisfy the requirements for one or more of the joint performance categories can be obtained with the following types of connecting bands furnished with suitable band-end fastening devices: corrugated bands, bands with projections, flat bands, and bands of special design that engage factory reformed ends of corrugated pipe. The space between the pipe and connecting bands shall be kept free from dirt and grit so that corrugations fit snugly. The connecting band, while being tightened, shall be tapped with a soft-head mallet of wood, rubber or plastic, to take up slack and ensure a tight joint. The annular space between abutting sections of part paved, and fully paved pipe and pipe arch, in sizes 30 inches (750 mm) or larger, shall be filled with a bituminous material after jointing. Field joints for each type of corrugated metal pipe shall maintain pipe alignment during construction and prevent infiltration of fill material during the life of the installations. The type, size, and sheet thickness of the band and the size of angles or lugs and bolts shall be as indicated or where not indicated, shall be as specified in the applicable standards or specifications for the pipe.
 - b. Flexible Watertight, Gasketed Joints: Installation shall be as recommended by the gasket manufacturer for use of lubricants and cements and other special installation requirements. The gasket shall be placed over one end of a section of pipe for half the width of the gasket. The other half shall be doubled over the end of the same pipe. When the adjoining section of pipe is in place, the doubled-over half of the gasket shall then be rolled over the adjoining section. Any unevenness in overlap shall be corrected so that the gasket covers the end of pipe sections equally. Connecting bands shall be centered over adjoining sections of pipe, and rods or bolts placed in position and nuts tightened. Band Tightening: The band shall be tightened evenly, even tension being kept on the rods or bolts, and the gasket; the gasket shall seat properly in the corrugations. Watertight joints shall remain uncovered for a period of time designated, and before being covered, tightness of the nuts shall be measured with a torque wrench. If the nut has tended to loosen its grip on the bolts or rods, the nut shall be retightened with a torque wrench and remain uncovered until a tight, permanent joint is assured.
- E. Concrete Placement
 - 1. Place cast-in-place concrete according to ACI 318/318R.
- F. Drainage Structures
 - 1. Manholes and Inlets: Construction shall be of reinforced concrete, plain concrete, brick, precast reinforced concrete, precast concrete segmental blocks, prefabricated corrugated metal, or bituminous coated corrugated metal; complete with frames and covers or gratings; and with fixed galvanized steel ladders where indicated. Pipe studs and junction chambers of prefabricated corrugated metal manholes shall be fully bituminous-coated and paved when the connecting branch lines are so treated. Pipe connections to concrete manholes and inlets shall be made with flexible, watertight connectors.
 - 2. Walls and Headwalls: Construction shall be as indicated.
- G. Steel Ladder Installation
 - 1. Ladder shall be adequately anchored to the wall by means of steel inserts spaced not more than 6 feet (1.83 m) vertically, and shall be installed to provide at least 6 inches (152 mm) of space between the wall and the rungs. The wall along the line of the ladder shall be vertical for its entire length.

H. Backfilling

1. Backfilling Pipe in Trenches: After the pipe has been properly bedded, selected material from excavation or borrow, at a moisture content that will facilitate compaction, shall be placed along both sides of pipe in layers not exceeding 6 inches (150 mm) in compacted depth. The backfill shall be brought up evenly on both sides of pipe for the full length of pipe. The fill shall be thoroughly compacted under the haunches of the pipe. Each layer shall be thoroughly compacted with mechanical tampers or rammers. This method of filling and compacting shall continue until the fill has reached an elevation of at least 12 inches (300 mm) above the top of the pipe. The remainder of the trench shall be backfilled and compacted by spreading and rolling or compacted by mechanical rammers or tampers in layers not exceeding 8 inches (200 mm). Tests for density shall be made as necessary to ensure conformance to the compaction requirements specified below. Where it is necessary, in the opinion of the the Owner, that sheeting or portions of bracing used be left in place, the contract will be adjusted accordingly. Untreated sheeting shall not be left in place beneath structures or pavements.
2. Backfilling Pipe in Fill Sections: For pipe placed in fill sections, backfill material and the placement and compaction procedures shall be as specified below. The fill material shall be uniformly spread in layers longitudinally on both sides of the pipe, not exceeding 6 inches (150 mm) in compacted depth, and shall be compacted by rolling parallel with pipe or by mechanical tamping or ramming. Prior to commencing normal filling operations, the crown width of the fill at a height of 12 inches (300 mm) above the top of the pipe shall extend a distance of not less than twice the outside pipe diameter on each side of the pipe or 12 feet (4 m), whichever is less. After the backfill has reached at least 12 inches (300 mm) above the top of the pipe, the remainder of the fill shall be placed and thoroughly compacted in layers not exceeding 8 inches (200 mm).
3. Movement of Construction Machinery: When compacting by rolling or operating heavy equipment parallel with the pipe, displacement of or injury to the pipe shall be avoided. Movement of construction machinery over a culvert or storm drain at any stage of construction shall be at the Contractor's risk. Any damaged pipe shall be repaired or replaced.
4. Compaction
 - a. General Requirements: Cohesionless materials include gravels, gravel-sand mixtures, sands, and gravelly sands. Cohesive materials include clayey and silty gravels, gravel-silt mixtures, clayey and silty sands, sand-clay mixtures, clays, silts, and very fine sands. When results of compaction tests for moisture-density relations are recorded on graphs, cohesionless soils will show straight lines or reverse-shaped moisture-density curves, and cohesive soils will show normal moisture-density curves.
 - b. Minimum Density: Backfill over and around the pipe and backfill around and adjacent to drainage structures shall be compacted at the approved moisture content to the following applicable minimum density, which will be determined as specified below.
 - 1) Under airfield and heliport pavements, paved roads, streets, parking areas, and similar-use pavements including adjacent shoulder areas, the density shall be not less than 90 percent of maximum density for cohesive material and 95 percent of maximum density for cohesionless material, up to the elevation where requirements for pavement subgrade materials and compaction shall control.
 - 2) Under unpaved or turfed traffic areas, density shall not be less than 90 percent of maximum density for cohesive material and 95 percent of maximum density for cohesionless material.
 - 3) Under nontraffic areas, density shall be not less than that of the surrounding material.
5. Determination of Density: Testing shall be the responsibility of the Contractor and performed at no additional cost to the Owner. Testing shall be performed by an approved commercial testing laboratory or by the Contractor subject to approval. Tests shall be performed in sufficient number to ensure that specified density is being obtained. Laboratory tests for moisture-density relations shall be made in accordance with ASTM D1557 except that mechanical tampers may be used provided the results are correlated with those obtained with the specified hand tamper. Field density tests shall be determined in accordance with ASTM D2167 or ASTM D2922. When ASTM D2922 is used, the calibration curves shall be checked and adjusted, if necessary, using the sand cone method as described in paragraph Calibration of the referenced publications.



ASTM D2922 results in a wet unit weight of soil and when using this method ASTM D3017 shall be used to determine the moisture content of the soil. The calibration curves furnished with the moisture gauges shall be checked along with density calibration checks as described in ASTM D3017 or ASTM D2922. Test results shall be furnished to the Owner. The calibration checks of both the density and moisture gauges shall be made at the beginning of a job on each different type of material encountered and at intervals as directed.

I. Pipeline Testing

1. Leakage Tests: Lines shall be tested for leakage by low pressure air or water testing or exfiltration tests, as appropriate. Low pressure air testing for vitrified clay pipes shall conform to ASTM C828. Low pressure air testing for concrete pipes shall conform to ASTM C924/ASTM C924M. Low pressure air testing for plastic pipe shall conform to ASTM F1417. Low pressure air testing procedures for other pipe materials shall use the pressures and testing times prescribed in ASTM C828 or ASTM C924/ASTM C924M, after consultation with the pipe manufacturer. Testing of individual joints for leakage by low pressure air or water shall conform to ASTM C1103/ASTM C1103M. Prior to exfiltration tests, the trench shall be backfilled up to at least the lower half of the pipe. If required, sufficient additional backfill shall be placed to prevent pipe movement during testing, leaving the joints uncovered to permit inspection. Visible leaks encountered shall be corrected regardless of leakage test results. When the water table is 600 mm 2 feet or more above the top of the pipe at the upper end of the pipeline section to be tested, infiltration shall be measured using a suitable weir or other device acceptable to the Owner. An exfiltration test shall be made by filling the line to be tested with water so that a head of at least 2 feet (600 mm) is provided above both the water table and the top of the pipe at the upper end of the pipeline to be tested. The filled line shall be allowed to stand until the pipe has reached its maximum absorption, but not less than 4 hours. After absorption, the head shall be reestablished. The amount of water required to maintain this water level during a 2-hour test period shall be measured. Leakage as measured by the exfiltration test shall not exceed 250 gallons per inch in diameter per mile (60 liters per mm in diameter per kilometer) of pipeline per day **OR** 0.2 gallons per inch in diameter per 100 feet (9 mL per mm in diameter per 100 meters), **as directed**, of pipeline per hour. When leakage exceeds the maximum amount specified, satisfactory correction shall be made and retesting accomplished.
2. Deflection Testing: Perform a deflection test on entire length of installed plastic pipeline on completion of work adjacent to and over the pipeline, including leakage tests, backfilling, placement of fill, grading, paving, concreting, and any other superimposed loads. Deflection of pipe in the installed pipeline under external loads shall not exceed 4.5 percent of the average inside diameter of pipe. Determine whether the allowable deflection has been exceeded by use of a pull-through device or a deflection measuring device.
 - a. Pull-through device: This device shall be a spherical, spheroidal, or elliptical ball, a cylinder, or circular sections fused to a common shaft. Circular sections shall be so spaced on the shaft that distance from external faces of front and back sections will equal or exceed diameter of the circular section. Pull-through device may also be of a design promulgated by the Uni-Bell Plastic Pipe Association, provided that the device meets the applicable requirements specified in this paragraph, including those for diameter of the device. Ball, cylinder, or circular sections shall conform to the following:
 - 1) A diameter, or minor diameter as applicable, of 95 percent of the average inside diameter of the pipe; tolerance of plus 0.5 percent will be permitted.
 - 2) A homogeneous material throughout, with a density greater than 1.0 as related to water at 39.2 degrees F (4 degrees C), and a surface Brinell hardness of not less than 150.
 - 3) Center bored and through bolted with a 1/4 inch (6 mm) minimum diameter steel shaft having a yield strength of not less than 70,000 psi (483 MPa), with eyes or loops at each end for attaching pulling cables.
 - 4) Each eye or loop shall be suitably backed with a flange or heavy washer such that a pull exerted on opposite end of shaft will produce compression throughout remote end.

- b. Deflection measuring device: Sensitive to 1.0 percent of the diameter of the pipe being tested and accurate to 1.0 percent of the indicated dimension. Deflection measuring device shall be approved by the the Owner prior to use.
- c. Pull-through device: Pass the pull-through device through each run of pipe, either by pulling it through or flushing it through with water. If the device fails to pass freely through a pipe run, replace pipe which has the excessive deflection and completely retest in same manner and under same conditions as specified.
- d. Deflection measuring device procedure: Measure deflections through each run of installed pipe. If deflection readings in excess of 4.5 percent of average inside diameter of pipe are obtained, retest pipe by a run from the opposite direction. If retest continues to show a deflection in excess of 4.5 percent of average inside diameter of pipe, remove pipe which has excessive deflection, replace with new pipe, and completely retest in same manner and under same conditions.
- e. Warranty period test: Pipe found to have a deflection of greater than 5 percent of average inside diameter when deflection test is performed just prior to end of one-year warranty period shall be replaced with new pipe and tested as specified for leakage and deflection.

J. Field Painting

- 1. After installation, clean cast-iron frames, covers, gratings, and steps not buried in masonry or concrete to bare metal of mortar, rust, grease, dirt, and other deleterious materials and apply a coat of bituminous paint **OR** After installation, clean steel covers and steel or concrete frames not buried in masonry or concrete to bare metal of mortar, dirt, grease, and other deleterious materials. Apply a coat of primer and apply a top coat as specified in Division 09 Section "Exterior Painting", **as directed**. Do not paint surfaces subject to abrasion.

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Task	Specification	Specification Description
33 42 13 13	01 22 16 00	No Specification Required
33 42 13 13	21 05 23 00	Piped Utilities Basic Materials And Methods
33 42 13 13	22 05 76 00	Sanitary Sewerage
33 42 13 13	33 42 11 00	Storm Drainage
33 42 23 00	21 05 23 00	Piped Utilities Basic Materials And Methods
33 42 23 00	33 42 11 00	Storm Drainage
33 42 23 00	31 32 19 16	Sewage Treatment Lagoons
33 42 26 16	21 05 23 00	Piped Utilities Basic Materials And Methods
33 42 26 16	33 14 13 23	Sand Drains
33 42 26 16	33 42 11 00	Storm Drainage
33 42 26 19	21 05 23 00	Piped Utilities Basic Materials And Methods
33 42 26 19	33 42 11 00	Storm Drainage
33 42 26 23	33 42 11 00	Storm Drainage
33 42 31 00	21 05 23 00	Piped Utilities Basic Materials And Methods
33 42 31 00	33 42 11 00	Storm Drainage
33 42 31 00	31 32 19 16	Sewage Treatment Lagoons
33 42 33 00	21 05 23 00	Piped Utilities Basic Materials And Methods
33 42 33 00	33 42 11 00	Storm Drainage
33 42 33 00	31 32 19 16	Sewage Treatment Lagoons
33 42 36 00	21 05 23 00	Piped Utilities Basic Materials And Methods
33 42 36 00	33 42 11 00	Storm Drainage
33 42 36 00	31 32 19 16	Sewage Treatment Lagoons
33 44 36 00	22 13 19 26	Interceptors
33 44 36 00	28 46 00 00	Oil/Water Separator
33 46 53 00	21 05 23 00	Piped Utilities Basic Materials And Methods
33 46 53 00	33 14 13 23	Sand Drains
33 46 53 00	23 11 23 00	Relief Wells
33 52 16 13	01 22 16 00	No Specification Required
33 52 16 13	21 05 23 00	Piped Utilities Basic Materials And Methods
33 52 16 13	07 63 00 00	Common Work Results for Fire Suppression
33 52 16 13	07 63 00 00a	Common Work Results for Plumbing
33 52 16 13	07 63 00 00b	Common Work Results for HVAC
33 52 16 13	23 11 23 00b	Facility Natural-Gas Piping
33 52 16 13	23 11 23 00c	Facility Liquefied-Petroleum Gas Piping
33 52 16 23	23 11 23 00b	Facility Natural-Gas Piping
33 52 16 23	23 11 23 00c	Facility Liquefied-Petroleum Gas Piping
33 52 16 26	23 11 23 00b	Facility Natural-Gas Piping
33 52 16 26	23 11 23 00c	Facility Liquefied-Petroleum Gas Piping
33 53 16 00	21 05 23 00	Piped Utilities Basic Materials And Methods
33 59 11 00	21 05 23 00	Piped Utilities Basic Materials And Methods
33 59 16 00	21 05 23 00	Piped Utilities Basic Materials And Methods
33 61 13 00	21 05 23 00	Piped Utilities Basic Materials And Methods
33 61 13 00	33 14 13 23a	Hydronic Distribution

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SECTION 34 41 13 00 - ELECTRICAL TRAFFIC CONTROL SIGNALS

1.1 GENERAL

A. Description Of Work

1. This specification covers the furnishing and installation of electrical traffic control signals. Products shall be as follows or as directed by the Owner. Installation procedures shall be in accordance with the product manufacturer's recommendations. Demolition and removal of materials shall be as required to support the work.

1.2 PRODUCT

- A. General: Replacement equipment items shall be regularly manufactured products.
- B. Concrete Poles: Cement ASTM C 150; aggregate ASTM C 33; minimum compressive strength 6,000 psi when tested in compliance with AASHTO T22. Tensioning steel shall comply with ASTM A 603. Strands shall not be tensioned above 70 percent of the rated ultimate strength. Epoxy compound for sealing hollow cores shall comply with ASTM D 1763.
- C. Galvanized Conduit Nipples: UL 514B.
- D. Ground Wire: Cast-in-concrete pole, No. 6 stranded bare wire, ASTM A 603.
- E. Wood Poles: ANSI 05.1, waterborne preservative-treated in compliance with AWPA C3, Retention Zone 1.
- F. Structural Steel: ASTM A 36.
- G. Steel Pipe: ASTM A 53.
- H. Steel Bars: ASTM A 576.
- I. Wire Strand: ASTM A 475.
- J. Zinc Coatings: Members, ASTM A 123; fasteners, ASTM A 153.
- K. Mast Arms for Supporting Traffic Signals: ASTM A 36; aluminum alloy 3003, or alloy alcad 3004 complying with ASTM B 209.
- L. Concrete for Pull Boxes: ASTM C 94, 3,000 psi.
- M. Cast-Iron Covers: ASTM A 48.
- N. Signal Lens: Manufactured in compliance with Article 5 and 6, ITE Technical Report Number 1.
- O. Loop Wire for Vehicle Detectors: No. 14 AWG or No. 12 AWG, stranded copper wire, type TTHN, THWN, or THW, ASTM B3.
- P. Grout: One part cement complying with ASTM C 150 and two parts sand complying with ASTM C 33.
- Q. Conduit: Polyvinyl chloride, UL 651, Schedule 40 or galvanized rigid metal, ASTM B 3.

- R. Ground Wire: Soft drawn copper, bare, stranded, ANSI C7.1.
- S. Electrical Work: NFPA No. 70.

1.3 EXECUTION

- A. Scheduling and Coordination: The Contractor shall ensure that required notices have been given and that power interruptions have been scheduled and approved.
- B. Traffic: Provide temporary traffic signs at and around work area. Signs and locations shall be as approved by the the Owner.
- C. Vehicle Detector Assemblies, Loop Type: Saw out existing loops to be replaced to their full depth. Install and seal loop wire. Splice and solder loop wire and lead-in cable and wrap a minimum of two wraps with silicone tape and heavy-duty electrical tape. Install sealant in compliance with the manufacturer's recommendations. Excavate and remove existing lead-in cable to be replaced, and install new lead-in cable in place and connect to cabinet ground.

END OF SECTION 34 41 13 00



Task	Specification	Specification Description
34 41 13 00	01 22 16 00	No Specification Required
34 41 13 00	05 15 16 00	Ornamental Metal
34 41 13 00	27 11 19 00	Loose-Tube Gel-Filled Fiber Optic Cables
34 41 13 00	26 05 33 16a	Wiring Devices
34 41 16 00	34 41 13 00	Electrical Traffic Control Signals

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SECTION 34 71 13 13 - BEAM-TYPE GUARDRAIL

1.1 GENERAL

A. Description Of Work

1. This specification covers the furnishing and installation of materials for beam-type guardrail. Products shall match existing materials and/or shall be as follows or as directed by the Owner. Installation procedures shall be in accordance with the product manufacturer's recommendations. Demolition and removal of materials shall be as required to support the work.

B. Submittals

1. Product Data: For each type of product indicated.
2. Shop drawings shall be submitted for approval.

1.2 PRODUCTS

A. Rail Elements, End Sections, and Fasteners

1. ARTBA technical bulletin No. 268-B.
2. Provide galvanized steel W-beam in accordance with AASHTO M-180, class A, type 1.
3. Shop curve rail elements when required radius of installation on horizontal curve is 150 ft (46 m) or less. Provide W-beam rail (ARTBA RE-3) with a flared end section (ARTBA RE-5), rounded end section (ARTBA RE-6) at each end of installations.
4. Provide standard back-up plates behind rail elements at all intermediate, non-splice posts when steel posts and blocks are used.
5. Galvanize the rail sections, including end sections, in accordance with ASTM A 525, coating G-210.

B. Posts

1. Wood: Provide wood posts with blocks, size as required by State DOT. Rough sawn or S4S timber of Douglas Fir or any other locally approved species that is either No. 1 grade or Select Structural grade when graded in accordance with the requirements for Timber and Posts as set forth in WWPA-01 may be used. Give all wood posts and blocks a preservative treatment in accordance with the requirements of AASHTO M-133. Cut to length and bore posts and blocks for bolt holes before treatment.
2. Steel: Provide steel posts with blocks. Fabricate posts and blocks from W6X9 structural steel shapes complying with the requirements of ASTM A 36. Fabricate in the shop, grind smooth all corners and edges, galvanize posts and blocks after fabrication in accordance with ASTM A 123.

C. Bolts, Nuts, and Washers

1. Provide galvanized bolts, nuts, and washers that meet common ARTBA standards, designed to develop the required joint strength. Provide bolts with rounded heads to provide minimum obstruction.
2. Provide galvanized steel bolts conforming to the requirements of ASTM A 307, nuts conforming to the requirements of ASTM A 563, Grade A or better and galvanized steel washers, all galvanized in accordance with the requirements of ASTM A 153. Provide high strength bolts conforming to the requirements of ASTM A 325 where needed.

D. Reflectors: Provide guardrail reflectors as indicated. Place the galvanized steel tabs with reflective sheeting at every post except no reflectors are to be placed along the guardrail end flares.

E. Breakaway Cable Terminal (BCT) Assemblies: Provide BCT assemblies in accordance with the ARTBA details and standards referenced on the details.



- F. Concrete and Reinforcement for the Post Footings: In accordance with applicable sections of Division 03 Section "Cast-in-place Concrete".

1.3 EXECUTION

- A. Guardrail: Erect steel beam-type guardrail in locations and to lines and grades as directed and in accordance with details indicated.
- B. Erection
1. Firmly set posts spaced at **6 ft. 3 in. (1.9 m)** centers to the required depth. Set posts by placing in hand or mechanically dug holes or by driving, with or without pilot holes. Backfill gaps around posts with approved material that is moistened and thoroughly compacted. Repair damaged roadway surfacing where pavement is disturbed.
 2. Position the top of W-beam rail at **27 in. (0.69 m)** above the finished roadway surface. Align rail both vertically and horizontally within **1/4-in. (6 mm)** from the theoretical alignments. Lap the rail sections at posts, in the direction of traffic in the adjacent lane, and lap end sections on the face of the rail.
 3. Exercise care to avoid damage to treated wood and galvanized steel parts. Repair or replace damaged parts at the Contractor's expense. Securely tighten all bolts in the finished guardrail. Toenail the wood blocks to wood posts with two 16 penny galvanized nails, one on each side of the top of the block.

END OF SECTION 34 71 13 13

SECTION 34 71 13 16 - ACTIVE VEHICLE BARRIERS

1.1 GENERAL

A. Description Of Work

1. This specification covers the furnishing and installation of materials for active vehicle barriers. Products shall be as follows or as directed by the Owner. Installation procedures shall be in accordance with the product manufacturer's recommendations. Demolition and removal of materials shall be as required to support the work.

B. Submittals

1. Shop Drawings: Installation, Equipment, and Electrical Work
 - a. Detail drawings containing complete wiring and schematic diagrams, and any other details required to demonstrate that the system has been coordinated and will properly function as a unit. Drawings shall show proposed layout and anchorage of equipment and appurtenances, and equipment relationship to other parts of the work including foundation and clearances for maintenance and operation. For Federal work, detail drawings shall include a copy of the Department of State certificate of barrier performance.
2. Product Data:
 - a. Vehicle Barriers: A complete list of equipment, materials, including industrial standards used and how they apply to the applicable component and manufacturer's descriptive data and technical literature, catalog cuts, and installation instructions. Information necessary to document a minimum 1-year successful field operation performance history for each type of vehicle barrier installed.
 - b. Spare Parts: Spare parts data for each different item of material and equipment used, after approval of the detail drawings. The data shall include a complete list of parts and supplies, with current unit prices and source of supply.
3. Test Reports
 - a. Field Testing: Test reports in booklet form showing all field tests, including component adjustments and demonstration of compliance with the specified performance criteria, upon completion and testing of the installed system. Each test report shall indicate the final position of controls.
4. Operation and Maintenance Data
 - a. Vehicle Barriers: Operating and Maintenance Instructions
 - 1) Six copies of operation and maintenance manuals, a minimum of 2 weeks prior to field training. One complete set prior to performance testing and the remainder upon acceptance. Manuals shall be approved prior to acceptance. Operation manuals shall outline the step-by-step procedures required for system startup, operation, and shutdown. The manuals shall include the manufacturer's name, model number, service manual, parts list, and brief description of all equipment and their basic operating features. Maintenance manuals shall include routine maintenance procedures, possible breakdowns and repairs, and troubleshooting guide. The manuals shall include piping layout, equipment layout, and simplified wiring and control diagrams of the system as installed. The manuals shall also include synthetic biodegradable hydraulic oil types to be used for ambient temperature ranges of minus 30 degrees F (minus 34 degrees C) to 150 degrees F (plus 66 degrees C) to cover winter operation, summer operation, and ambient temperature ranges in between.

C. General Requirements

1. Performance levels shall be based on the following:
 - a. The Department of State (DOS) publication SD-SDT-02.01 Specification for Vehicle Crash Testing of Perimeter Barriers and Gates (April 1985) in which:
 - 1) Impact Conditions:



Condition Designation	Vehicle Weight	Impact Speed	Kinetic Energy
K4	15,000 lb (6,800 kg)	30 mph (48 km/h)	450,000 ft-lb (610 kJ)
K8	15,000 lb (6,800 kg)	40 mph (65 km/h)	800,000 ft-lb (1084 kJ)
K12	15,000 lb (6,800 kg)	50 mph (80 km/h)	1,250,000 ft-lb (1695 kJ)

2) Performance Levels:

- a) L 3.0 Vehicle and cargo are to be stopped although vehicle partial penetration and/or barrier deflection of up to 3 feet (1 m) permitted.
- b) L 2.0 Vehicle and cargo are to be stopped although vehicle partial penetration and/or barrier deflection of up to 20 feet (6 m) is permitted.
- c) L 1.0 Vehicle is disabled and does not travel more than 50 feet (15 m) after impact.

2. Vehicle Barriers furnished shall in all respects be identical to the unit tested and certified except for the width of the vehicle barrier, which is as indicated and except for bollards which have a diameter based on a required crash rating. Crash test shall be performed and data compiled by an approved independent testing agency. Test vehicle shall not vault or penetrate the barrier during the test. The design and structural materials of the vehicle barrier furnished shall be the same as those used in the crash tested barrier.

D. Nameplates

1. Nameplate data shall be permanently attached to each vehicle barrier. The data shall be legibly marked on corrosion-resistant metal plates and shall consist of at least the following:
 - a. Manufacturer's name.
 - b. Model number.
 - c. Serial number.
 - d. Date of manufacture.

E. Delivery And Storage

1. Components placed in storage shall be protected from the weather, humidity, and temperature variation, dirt and dust, or other contaminants. Structural materials shall be stored on sleepers or pallets and shall be protected from rust and objectionable materials such as dirt, grease, or oil.

F. Spare Parts

1. A manufacturer's standard recommended spare parts package, with current unit prices and source of supply complete with detailed manuals on parts replacement, shall be provided with each barrier to facilitate 1 year of normal operation. Particular consideration shall be given to system components which are not readily available from local or commercial sources and which are critical to the operation of the system.

G. Manufacturer's Services

1. Services of a manufacturer's representative who is experienced in the installation, adjustment, and operation of the equipment supplied shall be available. The representative shall supervise the installation, adjustment, and testing of the equipment.

1.2 PRODUCT

- A. Retractable Barriers: When in the raised position, the total retractable barrier heights shall be no less than 28 inches (711 mm) above the roadway surface and shall be 144 inches (3.66 m) wide. When in the lowered position, the retractable barrier shall extend no more than 5/8 inch (16 mm) above the roadway surface. Retractable barriers in the lowered position shall be capable of supporting a 32,000 pound (142 kN) axle load or a 16,000 (71 kN) wheel load. Design for this load shall be in accordance with AASHTO HB-17.
 1. Powered Retractable Barrier: The retractable barrier shall be capable of 300 complete up/down cycles per hour. The retractable barrier motion shall be instantly reversible and shall be capable

of raising the barrier from the lowered position to the raised position within 8 seconds during normal use, and within 2 seconds during an emergency. Also, the barrier shall be capable of being lowered from the raised position to the lowered position in not more than 3 seconds. Retractable barrier shall withstand a K4 **OR** K8 **OR** K12, **as directed**, impact condition with Performance Level of L1.0 **OR** L2.0 **OR** L3.0, **as directed**.

- a. Failure Modes of Operation: The system shall be designed to remain in the last commanded position in the event of hydraulic, electrical, or mechanical failure. A manual pump, or other system, shall be included for operation of hydraulic barriers without power.
 - b. Electric Motors: Unless otherwise indicated, electric motors shall have drip-proof **OR** totally enclosed **OR** totally enclosed fan cooled, **as directed**, enclosures. All couplings, motor shafts, gears, and other moving parts shall be fully guarded in accordance with 29 CFR 1910 Subpart O. Guards shall be removable without disassembling the guarded unit. For multiple barriers operated from a single hydraulic unit it is highly recommended that the electric motor be 3-phase.
 - c. System: The system shall be designed to maintain the barriers in the raised position, without inspection, for periods of time of up to 1 week. If a hydraulic system is used, it shall be equipped with pressure relief valves to prevent overpressure. The system shall not require continuous running of the motor to stay in the raised position, excluding the use of manual pinning to do so.
 - d. Hydraulic Power Unit: The hydraulic power unit shall contain synthetic biodegradable hydraulic fluid which maintains its viscosity operating range, even at constant heaviest use rate, for an ambient temperature range of 20 to 150 degrees F (minus 7 to plus 66 degrees C). A hydraulic fluid heater shall be provided so that the viscosity remains within its operating range if ambient temperatures below 20 degrees F (minus 7 degrees C) are expected. Buried hydraulic lines for the connection of the hydraulic power unit to the barrier shall be flexible or carbon steel pipe, or a combination of flexible and carbon steel pipe. Flexible and rigid hydraulic line working pressures shall exceed the maximum system relief pressure. PVC pipe and fittings for burial of hydraulic lines shall be in accordance with ASTM D 3034 Type PS 46 with minimum pipe stiffness of 46.
 - 1) Flexible hydraulic lines shall be in accordance with SAE J517.
 - 2) Rigid hydraulic lines shall be seamless carbon steel pipe in accordance with ASTM A 106.
 - e. Hydraulic Power Unit Enclosure: A NEMA Type 3R enclosure as specified in NEMA 250 shall be provided to enclose the hydraulic power unit. The enclosure shall be designed for easy removal of the hydraulic power unit and other accessories without complete removal of the enclosure. An access door with hinges and an inside and outside operable/lockable (exterior) door latch shall be provided. Equipment within the enclosure shall be placed and configured so that all periodic maintenance can be performed through the access door without removal of the equipment. The enclosure shall be equipped with weatherproof louver vents appropriately sized and located to dissipate internal heat generation.
2. Manual Retractable Barriers: The manual barrier shall be capable of being raised and lowered by manual means such as levers or hydraulics requiring a maximum 60 pounds (267 N) of force. The manual mechanism shall contain a locking pin which accepts a padlock for securing the barrier when it is in the "UP" position. Retractable barrier shall withstand a K4 **OR** K8 **OR** K12, **as directed**, impact condition with Performance Level of L1.0 **OR** L2.0 **OR** L3.0, **as directed**. Barrier should be capable of being locked in the down position.

- B. Retractable Bollards: The total bollard height when in the raised position shall be no less than 30 inches (750 mm) above the roadway surface and shall have an outside diameter of no less than 8 inches (200 mm). A bollard system shall consist of a minimum of 3 bollards spaced no more than 36 inches (915 mm) from centerline to centerline of bollards across a 10 foot (3.0 m) roadway. Bollards in the lowered position shall be capable of supporting a 16,000 pound (71 kN) wheel load each. Design for this load shall be in accordance with AASHTO HB-17. Retractable bollards shall withstand a K4 **OR** K8 **OR** K12, **as directed**, Impact Condition with Performance Level of L1.0 **OR** L2.0 **OR** L3.0, **as directed**.



1. **Powered Retractable Bollards:** The retractable bollard shall be capable of 300 complete up/down cycles per hour. Bollards shall be capable of being raised or lowered within a 3 to 15-second range during normal use and within 2.5 seconds for emergency operations.
 - a. **Failure Modes of Operation:** The system shall be designed to prevent lowering of the barrier in the event of hydraulic, electrical, or mechanical failure. A manual pump, or other system, shall be included for operation of hydraulic and/or mechanical barriers without power.
 - b. **Electric Motors:** Unless otherwise indicated, electric motors shall have drip-proof **OR** totally enclosed, **as directed**, enclosures. For multiple barriers being operated from a hydraulic power unit it is highly recommended that the electric motor be 3-phase.
 - c. **System:** The system shall be designed to maintain the barriers in the raised position, without inspection, for period of time of up to 1 week. If a hydraulic system is used, it shall be equipped with pressure relief valves to prevent overpressure.
 - d. **Hydraulic Power Unit:** The hydraulic power unit shall contain synthetic biodegradable hydraulic fluid which maintains its viscosity operating range, even at constant heaviest use rate, for an ambient temperature range of 20 to 150 degrees F (minus 7 to plus 66 degrees C). A hydraulic fluid heater shall be provided so that the viscosity remains within its operating range, if ambient temperatures below 20 degrees F (minus 7 degrees C) are expected. Buried hydraulic lines for the connection of the hydraulic power unit to the barrier shall be flexible or carbon steel pipe, or a combination of flexible and carbon steel pipe. Flexible and rigid hydraulic line working pressures shall exceed the maximum system relief pressure. PVC pipe and fittings for burial of hydraulic lines shall be in accordance with ASTM D 3034 Type PS 46 with minimum pipe stiffness of 46.
 - 1) Flexible hydraulic lines shall be in accordance with SAE J517.
 - 2) Rigid hydraulic lines shall be seamless carbon steel pipe in accordance with ASTM A 106.
 - e. **Hydraulic Power Unit Enclosure:** A NEMA Type 3R enclosure as specified in NEMA 250 shall be provided to enclose the hydraulic power unit. The enclosure shall be designed for easy removal of the hydraulic power unit and other accessories without complete removal of the enclosure. An access door with hinges and an inside and outside operable/lockable (exterior) door latch shall be provided. Equipment within the enclosure shall be placed and configured so that all periodic maintenance can be performed through the access door without removal of the equipment. The enclosure shall be equipped with weatherproof louver vents appropriately sized and located to dissipate internal heat generation.
 2. **Manual Retractable Bollards:** Manual bollards shall be capable of being raised and lowered utilizing a recessed handle on the top surface of the bollard or a manual hydraulic pump, either requiring a maximum 60 pounds (267 N) of force. A mechanism, that is lockable, shall be provided to secure the bollard in either the full "UP" or full "DOWN" position.
- C. **Crash Gate:** The crash gate shall consist of steel buttresses anchored into the ground and an above grade assembly consisting of a heavy steel structure or a combination of heavy steel and structural aluminum capable of being opened and closed. The height of the gate shall be a minimum of 84 inches (2.1 m) from the road surface to the top of the gate frame. The length shall close and protect a minimum 120 inch (3.0 m) clear opening. The maximum clear opening between the gate frame and end posts, between the bottom of the gate and finished grade, and between any grill work shall be 3 inches (75 mm).
1. **Powered Crash Gate:** The gate movement shall be controlled by an electro-mechanical gate operator **OR** a hydraulic gate operator, **as directed**, consisting of an operator unit with required control circuits and operator station. The control and operating voltage shall be 24 vac (nominal) or, as an option 24 vdc. A remote control master station shall be capable of driving the gate at minimum 48 fpm (14.6 m per minute) for a slide gate or 6 degrees per second for a swing gate. Unless otherwise indicated, motors shall have drip-proof **OR** totally enclosed, **as directed**, enclosures. Crash gate shall withstand a 15,000 pound (6804 kg) vehicle at impact speed of 30 **OR** 40 **OR** 50, **as directed**, mph (48 **OR** 64 **OR** 80, **as directed**, km/hour), with maximum barrier deflection or vehicle penetration of 3 feet (1 m).

- a. Failure Mode of Operation: The system shall be designed to prevent opening of the crash gate in the event of electrical or mechanical failure. A disconnect system for the gate drive shall be provided to allow manual operation of the barrier in the event of a power outage.
 - b. Hydraulic Power Unit: The hydraulic power unit shall contain synthetic biodegradable hydraulic fluid which maintains its viscosity within its operating range, even at constant heaviest use rate, for an ambient temperature range of 20 to 150 degrees F (minus 7 to plus 66 degrees C). A hydraulic fluid heater shall be provided so that the viscosity remains within its operating range if ambient temperatures below 20 degrees F (minus 7 degrees C) are expected. Buried hydraulic lines for the connection of the hydraulic power unit to the barrier shall be flexible or carbon steel pipe, or a combination of flexible and carbon steel. Flexible and rigid hydraulic line working pressures shall exceed the maximum system relief pressure. PVC pipe and fittings for burial of hydraulic lines shall be in accordance with ASTM D 3034 Type PS 46 with minimum pipe stiffness of 46.
 - 1) Flexible hydraulic lines shall be in accordance with SAE J517.
 - 2) Rigid hydraulic lines shall be seamless carbon steel pipe in accordance with ASTM A 106.
 - c. Hydraulic Power Unit Enclosure: A NEMA Type 3R enclosure as specified in NEMA 250 shall be provided to enclose the hydraulic power unit. The enclosure shall be designed for easy removal of the hydraulic power unit and other accessories without complete removal of the enclosure. An access door with hinges and an inside and outside operable/lockable (exterior) door latch shall be provided. Equipment within the enclosure shall be placed and configured so that all periodic maintenance can be performed through the access door without removal of the equipment. The enclosure shall be equipped with weatherproof louver vents appropriately sized and located to dissipate internal heat generation.
2. Manual Crash Gate: The manual crash gate shall be capable of being hinged from either side. Hinge points of both buttresses shall each contain a locking pin with padlock acceptance for securing the crash gate in the closed position. The crash gate shall withstand a 10,000 pound (4535 kg) vehicle at impact speed of 50 mph (80 km/hour), with maximum gate deflection or vehicle penetration of 10 feet (3 m) 15,000 pound (6804 kg) vehicle traveling at impact speed of 30 **OR** 40 **OR** 50, **as directed**, mph (48 **OR** 64 **OR** 80, **as directed**, km/hour), with a maximum gate deflection or vehicle penetration of up to 3 feet (1 m).
- D. Crash Beam: The crash beam shall be an above-grade assembly that, in the "DOWN" position, shall present a visible obstacle to approaching vehicles. The height of the barrier shall be a minimum of 30 inches (750 mm) as measured from the roadway surface to the centerline of the crash beam. The crash beam shall be capable of blocking a minimum road width of 120 inches (3.0 m). The crash beam end shall contain a locking pin with padlock acceptance for securing the crash beam when it is in the "DOWN" position. Crash beam shall withstand a 15,000 pound (6804 kg) vehicle traveling at 30 **OR** 40 **OR** 50, **as directed**, mph (48 **OR** 64 **OR** 80, **as directed**, km/hour), with maximum vehicle penetration of 20 feet (6 m) 10,000 pound (4535 kg) vehicle at impact speed of 15 mph (24 km/hour), with a maximum vehicle penetration of 10 feet (3 m).
1. Powered Crash Beam: The crash beam shall be operated by means of a hydraulic power system. The crash beam shall be capable of being raised or lowered within an 8 to 15 second time range.
 - a. Failure Mode of Operation: A disconnect system for the crash beam shall be provided to allow manual operation of the barrier in the event of an electrical or mechanical failure.
 - b. Hydraulic Power Unit: The hydraulic power unit shall contain synthetic biodegradable hydraulic fluid which maintains its viscosity operating range, even at constant heaviest use rate, for an ambient temperature range of 20 to 150 degrees F (minus 7 to plus 66 degrees C). A hydraulic fluid heater shall be provided so that the viscosity remains within its operating range if ambient temperatures below 20 degrees F (minus 7 degrees C) are expected. Buried hydraulic lines for the connection of the hydraulic power unit to the barrier shall be flexible or carbon steel pipe or a combination of flexible and carbon steel pipe. Flexible and rigid hydraulic line working pressures shall exceed the maximum system relief pressure. PVC pipe and fittings for burial of hydraulic lines shall be in accordance with ASTM D 3034 Type PS 46 with minimum pipe stiffness of 46.



- 1) Flexible hydraulic lines shall be in accordance with SAE J517.
 - 2) Rigid hydraulic lines shall be seamless carbon steel pipe in accordance with ASTM A 106.
 - c. Hydraulic Power Unit Enclosure: A NEMA Type 3R enclosure as specified in NEMA 250 shall be provided to enclose the hydraulic power unit. The enclosure shall be designed for easy removal of the hydraulic power unit components and other accessories without complete removal of the enclosure. An access door with hinges and an inside and outside operable/lockable exterior door latch shall be provided. Equipment within the enclosure shall be placed and configured so that all periodic maintenance can be performed through the access door without removal of the equipment. The enclosure shall be equipped with weatherproof louver vents appropriately sized and located to dissipate internal heat generation.
 2. Manual Crash Beam: The crash beam shall be manually raised and lowered with the aid of a counterbalanced end requiring approximately 60 pounds (267 N) of force.
- E. Portable Retractable Barrier: The portable retractable barrier shall be transportable and capable of manual and/or electro-mechanical operation. When in the raised position, the total barrier heights shall be no less than 28 inches (711 mm) above the roadway surface and shall be up to 144 inches (3.66 m wide). The barrier shall be equipped with entrance/exit ramps when the barrier extends more than 5/8 inch (16 mm) above the roadway surface. Retractable barriers in the lowered position shall be capable of supporting a 32,000 pound (142 kN) axle load or a 16,000 (71 kN) pound wheel load. Design for this load shall be in accordance with AASHTO HB-17.
1. Powered Portable Retractable Barrier: The portable retractable barrier shall be capable of 300 complete up/down cycles per hour. The retractable barrier motion shall be instantly reversible and shall be capable of raising the barrier from the lowered position to the raised position within 8 seconds during normal use, and within 2 seconds during an emergency. Also, the barrier shall be capable of being closed from the raised position to the lowered position in not more than 3 seconds. Retractable barrier shall withstand a **K4 OR K8 OR K12, as directed**, impact condition with Performance Level of **L1.0 OR L2.0 OR L3.0, as directed**. Portable retractable barrier, when impacted by a 15,000 pound (6,800 kg) vehicle at impact speed of 50 mph (80 km/hour) shall disable the vehicle and allow it to travel no more than 50 feet (15.2 m) after impact. Portable power assisted retractable barriers shall be equipped with on and off ramps for smooth transition between surfaces when the barrier extends more than 5/8 inch (16 mm) above the roadway surface.
 - a. Failure Modes of Operation: The system shall be designed to prevent lowering of the barrier in the event of hydraulic, electric, or mechanical failure. A manual pump shall be included for operation of hydraulic and/or mechanical barriers without power.
 - b. Electric Motors: Unless otherwise indicated, electric motors shall have drip-proof **OR** totally enclosed, **as directed**, enclosures.
 - c. System: The system shall be designed to maintain the barriers in the raised position, without inspection, for periods of time of up to 1 week. If a hydraulic system is used, it shall be equipped with pressure relief valves to prevent overpressure.
 - d. Hydraulic Power Unit: The hydraulic power unit shall contain synthetic biodegradable hydraulic fluid which maintains its viscosity operating range, even at constant heaviest use rate, for an ambient temperature range of 20 to 150 degrees F (minus 7 to plus 66 degrees C). A hydraulic fluid heater shall be provided so that the viscosity remains within its operating range if ambient temperatures below 20 degrees F (minus 7 degrees C) are expected. Flexible hydraulic lines shall be used for the connection of the hydraulic power unit to the barrier. Flexible hydraulic line working pressures shall exceed the maximum system relief pressure; flexible hydraulic lines shall be in accordance with SAE J517.
 2. Manual Retractable Portable Barriers: The manual barrier shall be capable of being raised and lowered by manual means such as levers or hydraulics requiring a maximum 60 pounds (267 N) of force. The manual mechanism shall contain a locking pin which accepts a padlock for securing the barrier when it is in the "UP" position and shall also be capable of being locked in the

"DOWN" position. Retractable barrier shall withstand a K4 **OR** K8 **OR** K12, **as directed**, impact condition with Performance Level of L1.0 **OR** L2.0 **OR** L3.0, **as directed**

- F. Portable Crash Beam: The portable crash beam shall be an above-grade assembly that, in the "DOWN" position, shall present a visible obstacle to approaching vehicles. The height of the barrier shall be a minimum of 30 inches (750 mm) as measured from the roadway surface to the centerline of the crash beam. The crash beam shall be capable of blocking a minimum road width of 120 inches (3.0 m). The crash beam end shall contain a locking pin with padlock acceptance for securing the crash beam when it is in the "DOWN" position. Crash beam shall withstand a 15,000 pound (6804 kg) vehicle traveling at 30 mph (48 km/hour), with maximum vehicle penetration and/or barrier deflection of 20 feet (6 m).
1. Powered Portable Crash Beam: The portable crash beam shall be operated by means of a hydraulic power system. The crash beam shall be capable of being raised or lowered within an 8 to 15 second time range.
 - a. Failure Mode of Operation: A disconnect system for the portable crash beam shall be provided to allow manual operation of the barrier in the event of an electrical or mechanical failure.
 - b. Hydraulic Power Unit: The hydraulic power unit shall contain synthetic biodegradable hydraulic fluid which maintains its viscosity operating range, even at constant heaviest use rate, for an ambient temperature range of 20 to 150 degrees F (minus 7 to plus 66 degrees C). A hydraulic fluid heater shall be provided so that the viscosity remains within its operating range if ambient temperatures below 20 degrees F (minus 7 degrees C) are expected. Flexible hydraulic lines shall be used for the connection of the hydraulic power unit to the barrier. Flexible hydraulic line working pressures shall exceed the maximum system relief pressure; flexible hydraulic lines shall be in accordance with SAE J517.
 - c. Hydraulic Power Unit Enclosure: A weather resistant enclosure shall be provided to enclose the hydraulic power unit. The enclosure shall be designed for easy removal of the hydraulic power unit components and other accessories without complete removal of the enclosure. An access door with hinges and an inside and outside operable lockable (exterior) door latch shall be provided. Equipment within the enclosure shall be placed and configured so that all periodic maintenance can be performed through the access door without removal of the equipment. The enclosure shall be equipped with weatherproof louver vents appropriately sized and located to dissipate internal heat generation.
 2. Manual Portable Crash Beam: The crash beam shall be manually operated by means of a counter balanced system requiring approximately 60 pounds (267 N) of force.
- G. Electrical Work: 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 in accordance with Division 22. All field wiring for loop detectors, communication lines, and power circuits shall have surge protection. Any wiring required for the operation specified herein, but not shown on the electrical plans, shall be provided under this section in accordance with Division 22.
- H. Control Panel: A control panel and control circuit shall be provided to interface between all barrier control stations and the power unit. A control panel shall be provided for the inbound lanes and a separate one for the outbound lanes where the barriers are located. The control station is defined as the main control panel and the remote control panel as shown. The control circuit shall contain all relays, timers, and other devices or an industrial programmable controller programmed as necessary for the barrier operation. The control panel shall allow direct interface with auxiliary equipment such as card readers, remote switches, loop detectors, infrared sensors, and sliding **OR** swinging, **as directed**, gate limit switches. Loop controllers shall not cause an automatic barrier raise following power loss or restoration. The enclosure shall be as indicated on the drawings. All device interconnect lines shall be run to terminal strips.
1. Voltage: The control circuit shall operate from a 120 volt 60 **OR** 50, **as directed**, Hz supply. The control circuit voltage shall be 12 **OR** 24, **as directed**, ac **OR** dc, **as directed**, for all external control panels.



2. **Main Control Panel:** A main control panel shall be supplied to control barrier function. This panel shall have a key-lockable main switch with main power "ON" and panel "ON" lights. Buttons to raise and lower each barrier **OR** set of barriers, **as directed**, shall be provided. Barrier "UP" and "DOWN" indicator lights shall be included for each barrier **OR** set of barriers, **as directed**. An emergency fast operate circuit (EFO) shall be operated from a push button larger than the normal controls and have a flip safety cover installed over the push button or toggle switch. The EFO shall also be furnished with an EFO-active light and reset button. The main control panel shall have a key lockable switch to arm or disable the remote control panel. An indicator light shall show if the remote control panel is enabled.
3. **Remote Control Panel:** A remote control panel, one panel for the inbound lane(s) and a separate panel for the outbound lane(s), shall have a panel "ON" light that is lit when enabled by a key lockable switch on the main control panel. Buttons to raise and lower each barrier shall be provided. Barrier "UP" and "DOWN" indicator lights shall be included for each barrier. The EFO shall be operated from a push button larger than the normal controls and have a flip safety cover installed over the push button or toggle switch. Activation of either EFO will operate all barriers. The EFO shall be interconnected with an EFO-active light. When the remote control panel EFO is pushed, operation of the barrier will not be possible from this panel until reset at the main control panel.

I. **Miscellaneous Equipment**

1. **Safety Equipment**

- a. **Barrier Systems Sensors:** The sensors shall be compatible with the barrier controller and shall function as part of a complete barrier control system. The barrier system sensors shall consist of the following:

- 1) **Suppression Loops** - Two inductive loops whose outputs shall be used to prevent barriers raising when a vehicle is within a prescribed distance of the barrier. The output of the loops shall override all barrier rise signals until one second after a vehicle clears the suppression loop.
- 2) **Speed Loops** - Two inductive loops whose output shall be used to signal the barrier controller of a vehicle approaching at a speed greater than the posted speed (25 mph (11.2 m/sec) or less (recommended)). The speed loops shall cause the barrier control panel to annunciate a warning sound alerting the guard to make a decision as to whether the barrier should be raised or not.
- 3) **Wrong Way Loops** - Two inductive loops whose output shall be used to signal the barrier control panel to enunciate a warning sound if a vehicle is attempting to enter the facility through the exit lane. The warning sound will alert the guard to make a decision as to whether the barrier should be raised or not.

- b. **Traffic Lights:** Red/yellow 8 inch (200 mm) traffic lights shall be supplied for each entrance and exit to alert motorists of the barrier position. Traffic lights are not required for manual barriers. The yellow flashing light shall indicate that the barrier is fully open. All other positions shall cause the light to show red. Brackets shall be supplied to allow the light to be mounted a minimum 4.5 feet (1.4 m) above the roadway pavement on a 3.5 inch (90 mm) outside diameter metal post or mounted directly on the crash gate.

2. **Warning Annunciator:** Provide a warning annunciator built into the barrier control panel that produces a pulsing audible sound when the speed loop detects a vehicle entering the facility with excess speed. Provide a warning annunciator built into the barrier control panel that produces a continuous sound whenever a wrong way loop detects a vehicle entering from the exit. The warning annunciator shall sound until a warning annunciator silence reset button is pressed.
3. **Heater:** A waterproof barrier heater with a thermostat control and NEMA 4 junction box connection point shall be provided for de-icing and snow melting. The heater shall provide barrier operation to an ambient temperature of minus 40 degrees F (minus 40 degrees C). For retractable bollards, a 250-watt heater shall be provided for each bollard.
4. **Signage:** Signage shall read "Axle Weight Limit 9 Tons" and shall conform to FHWA SA-89-006 sign (R12.2).

5. Vertical Arm Gates (Traffic Arms): Vertical arm gates shall have an opening and closing time of less than or equal to 5 seconds. The gates shall be capable of 500 duty cycles per hour as a minimum. Gate shall operate the arm through 90 degrees. Gate operators shall be supplied with single phase 120 volt motors. Each entry lane shall be provided with a vertical arm gate. Each gate shall be capable of being operated from a remote open-close push button station in each guard booth and the gatehouse for the respective entry lane. Gates shall have a hand-crank, or other means, which will allow manual operation during power failures. Gate arms shall be constructed out of wood, steel, fiberglass, or aluminum, as specified by the manufacturer for the given lengths as shown on the drawings. Gate arms shall be covered with 16 inch (406 mm) wide reflectorized red and white sheeting. Each gate shall be furnished with a spare gate arm. Gate operator cabinets shall be constructed of galvanized steel, or aluminum and shall be painted manufacturers standard color as approved. Each gate operator shall be provided with an obstruction detector that will automatically reverse the gate motor when an obstruction is detected. The obstruction detector shall be any of the following 3 types: An electronic loop vehicle detector buried in the road, a photocell electric eye mounted on the gate operator, or a safety strip mounted on the lower edge of the arm. The detector system shall be automatically deactivated when the arm reaches the fully lowered position. Slab size and anchorage for gate operator shall be per manufacturer requirements.
 6. Vehicle Barrier Vertical Arm Gate (Traffic Arm): A traffic arm, as a separate piece of equipment, will be included with each non-portable active vehicle barrier as part of the barrier safety operating system. This traffic arm shall automatically deploy (close) when the emergency up button is activated and open when the vehicle barrier is reset. This traffic arm will not be equipped with an automatic obstruction detector.
 - J. Finish: Surfaces shall be painted in accordance with requirements of Division 09 Section(s) "Exterior Painting" OR "Interior Painting", as applicable. The roadway plate shall have a nonskid surface painted white with reflective red 4 **OR 6, as directed**, inch (100 **OR 150, as directed**, mm) wide red reflective stripes 4 inches (100 mm) apart. The barrier front shall be painted white and have 4 **OR 6, as directed**, inch (100 **OR 150, as directed**, mm) wide reflective red stripes 4 inches (100 mm) apart. The diagonal striping should point down and outward from the center of the device. Bollards shall be painted white with 2 **OR 3, as directed**, inch (50 **OR 75, as directed**, mm) wide reflective red diagonal stripes. The barrier crash gate shall be painted as specified by purchaser and the crash beam shall be painted white with 3 inch (75 mm) wide reflective red diagonal stripes.
 - K. Concrete: The concrete shall conform to Division 03 Section "Cast-in-place Concrete".
 - L. Welding: Welding shall be in accordance with AWS D1.1/D1.1M.
 - M. Pavement: After placement of the vehicle barrier, the pavement sections shall be replaced to match the section and depth of the surrounding pavement. Pavement shall be warped to match the elevations of existing pavement. Positive surface drainage, away from the vehicle barrier, shall be provided by pavement slope.
- 1.3 EXECUTION
- A. Installation: Installation shall be in accordance with manufacturer's instructions and in the presence of a representative of the manufacturer. Manufacturer's representative shall be experienced in the installation, adjustment, and operation of the equipment provided. The representative shall also be present during adjustment and testing of the equipment.
 - B. Hydraulic Lines: Buried hydraulic lines shall be placed in polyvinyl chloride (PVC) sleeves. Positive drainage shall be provided from the hydraulic power unit to the barrier for drainage of condensation within the PVC sleeve.



- C. Pit Drainage: A drain connection and oil/water separator, **as directed**, shall be provided in each barrier that requires pit/vault type construction. Hookups between the storm drains shall be made. The self-priming sump pump shall have the capacity to remove minimum 150 gallons per minute (34 cubic meters per hour).
- D. Electrical: All control power wiring requiring compression terminals shall use ring-style terminals. Terminals and compression tools shall conform to UL 486A. Roundhead screws and lockwashers shall be used to provide vibration-resistant connections. Connections between any printed circuit cards and the chassis shall be made with screw connections or other locking means to prevent shock or vibration separation of the card from its chassis. The electrical power supply breaker for the hydraulic power unit shall be capable of being locked in the power on and power off positions.
- E. Field Testing: Upon completion of construction, a field test shall be performed for each vehicle barrier. The test shall include raising and lowering the barrier, both electrically and manually, through its complete range of operation. Each vehicle barrier shall then be continuously cycled for not less than 30 minutes to test for heat build-up in the hydraulic system. the Owner shall be notified at least 7 days prior to the beginning of the field test. The Contractor shall furnish all equipment and make all necessary corrections and adjustments prior to tests witnessed by the Owner. Any conditions that interfere with the proper operation of the barrier disclosed by the test shall be corrected at no additional cost to the Owner. Adjustments and repairs shall be done by the Contractor under the direction of the Owner. After adjustments are made to assure correct functioning of components, applicable tests shall be completed.
- F. Field Training: A field training course shall be provided for designated operating staff members. Training shall be provided for a total period of not less than 8 hours (for electrical/hydraulic operated units) or 1 hour (for manually operated units) of normal working time and shall start after the system is functionally complete but prior to final acceptance tests. Field training shall cover all of the items contained in the operating and maintenance instructions.

END OF SECTION 34 71 13 16

Task	Specification	Specification Description
34 71 13 16	34 71 13 13	Beam-Type Guardrail
34 71 13 26	01 22 16 00	No Specification Required
34 71 13 26	34 71 13 13	Beam-Type Guardrail
34 71 16 00	01 22 16 00	No Specification Required
34 71 16 00	34 71 13 16	Active Vehicle Barriers
34 71 16 00	34 71 13 13	Beam-Type Guardrail
34 71 19 16	11 12 16 00	Parking Control Equipment
34 71 19 16	11 12 16 00a	Prefabricated Control Booths

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Task	Specification	Specification Description
35 05 70 00	01 22 16 00	No Specification Required

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SECTION 35 24 23 00 - DREDGING

1.1 GENERAL

A. Description Of Work

1. This specification covers dredging. Products shall match existing materials and/or shall be as follows or as directed by the Owner. Installation procedures shall be in accordance with the product manufacturer's recommendations. Demolition and removal of materials shall be as required to support the work.

B. Definition

1. Hard material is defined as material requiring blasting or the use of special equipment for economical removal, and includes boulders or fragments too large to be removed in one piece by the dredge.

C. Submittals: Submit the following:

1. Shop Drawings: Indicate pipeline location and installation details. Submit drawings of surveys during progress of work by soundings or sweepings.
2. Protection plan: If blasting will be allowed, submit a plan for protection of surrounding structures, equipment, and vessels.

D. Material to be Removed

1. The material to be removed is silt and mud **OR** new material, **as directed**, applicable to the specific project.
 - a. Hard Material: Remove hard material. Blasting will not be permitted **OR** Blasting shall be performed only by experienced persons, **as directed**. Conduct operations in strict accordance with applicable regulations. Protect exposed structures from the effects of the blast in accordance with the protection plan

E. Artificial Obstructions

1. Except as indicated, the Owner has no knowledge of cables, pipes, or other artificial obstructions or of any wrecks, wreckage, or other material that would necessitate the use of explosives or the employment of additional equipment for economical removal. If actual conditions differ from those stated or shown, or both, an adjustment in contract price or time for completion, or both, will be made.

OR

The Owner has knowledge of debris such as, but not limited to, metal bands, pallets, pieces of broken cable, rope, fire hose, and broken piles. The Owner has no knowledge of existing wrecks, wreckage, or other material of such size or character as to require the use of explosives or special or additional plant for its economical removal. Prior to dredging, the Contractor shall rake the dredge areas and shall remove debris encountered. Debris removed from the dredged area shall be removed from the water. Disposal shall be the responsibility of the Contractor and disposal shall be outside the limits of government property. In case the actual conditions differ from those stated or shown, or both, an adjustment in contract price or time of completion, or both, will be made.

F. Side Slopes

1. Dredging on side slopes shall follow, as closely as practicable, the lines indicated or specified. An allowance will be made for dredging beyond the lines indicated or specified for side slopes. The allowance will be determined by projecting a line upwards, paralleling the project design side slopes, from the intersection of the overdepth dredging limit (at a point located vertically below the limit of dredging at the top of slope). The amount of material excavated from side slopes will be determined by either cross-sections or computer, or both.



G. Permit

1. The Contractor shall comply with conditions and requirements of State or Federal permits. the Owner will secure the permit for dredging and disposal of material as indicated. Make arrangements for disposal of excavated materials.

H. Environmental Protection Requirements

1. Provide and maintain during the life of the contract, environmental protective measures. Also, provide environmental protective measures required to correct conditions, such as oil spills or debris, that occur during the dredging operations. Comply with Federal, State, and local regulations pertaining to water, air, and noise pollution.

1.2 PRODUCTS - (Not Used)

1.3 EXECUTION

A. Conduct Of Dredging Work

1. Order of Work Interference with Navigation: Minimize interference with the use of channels and passages. the Owner will direct the shifting or moving of dredges or the interruption of dredging operations to accommodate the movement of vessels and floating equipment, if necessary.
2. Compensation for Interruption of Operations: If dredging operations are interrupted due to the movement of vessels or floating equipment, an adjustment in the contract price or time for completion, or both, will be made as provided by the contract. the Owner will notify the Contractor 7 days prior to ship movements that will affect dredging operations.
3. Lights: Each night, between sunset and sunrise and during periods of restricted visibility, provide lights for floating plants, pipelines, ranges, and markers. Also, provide lights for buoys that could endanger or obstruct navigation. When night work is in progress, maintain lights from sunset to sunrise for the observation of dredging operations. Lighting shall conform to United States Coast Guard requirements for visibility and color.
4. Ranges, Gages, and Lines: Furnish, set, and maintain ranges, buoys, and markers needed to define the work and to facilitate inspection. Establish and maintain gages in locations observable from each part of the work so that the depth may be determined. Suspend dredging when the gages or ranges cannot be seen or followed. the Owner will furnish, upon request by the Contractor, survey lines, points, and elevations necessary for the setting of ranges, gages, and buoys.
5. Plant: Maintain the plant, scows, coamings, barges, pipelines, and associated equipment to meet the requirements of the work. Promptly repair leaks or breaks along pipelines. Remove dredged material placed due to leaks and breaks.
6. Disposal of Excavated Material: Provide for safe transportation and disposal of dredged materials. Transport and dispose of dredged material in the area designated for disposal of dredged material.

OR

The Contractor may, at his option, dispose of dredge material at an approved disposal area. The deposit of dredged materials in unauthorized places is forbidden. Comply with rules and regulations of local port and harbor governing authorities.

- a. Method of Disposal: Deposit dredged material by the hydraulic process **OR** hopper dredge **OR** self-dumping scow or barge, **as directed**. Pipeline for hydraulic dredging shall discharge into the disposal area.
- b. Disposal in Indicated Fill Areas: In depositing excavated material for fill, uniformly grade and allow for shrinkage. Provide and maintain necessary bulkheads, dikes, ditches, weirs, spillways, and other construction necessary to confine and retain the fill in the dredge fill area.
- c. Operation of Sluiceways: Sluiceways on the disposal area levees will be operated and maintained by the Owner. The Contractor will be relieved of operations thereof.

- d. Submerged Pipeline: If a leak occurs in the discharge pipeline, immediately discontinue using the line until leaks are repaired. Remove material placed due to leaks or breaks.
 7. Navigation Warnings: Furnish and maintain navigation warning signs along the pipeline.
 8. Method of Communication: Provide a system of communication between the dredge crew and the crew at the disposal area. A portable two-way radio is acceptable.
 9. Salvaged Material: Anchors, chains, firearms, and other articles of value, which are brought to the surface during dredging operations, shall remain or become the property of the Owner and shall be deposited on shore at a convenient location near the site of the work, as directed.
 10. Safety of Structures: The prosecution of work shall ensure the stability of piers, bulkheads, and other structures lying on or adjacent to the site of the work, insofar as structures may be jeopardized by dredging operations. Repair damage resulting from dredging operations, insofar as such damage may be caused by variation in locations or depth of dredging, or both, from that indicated or permitted under the contract.
 11. Plant Removal: Upon completion of the work, promptly remove plant, including ranges, buoys, piles, and other markers or obstructions.
- B. Measurement
1. Contractor shall take soundings before and after dredging.
 - a. Method of Measurement: The material removed will be measured by means of soundings taken before and after dredging. The drawings represent existing conditions based on current available information, but will be verified and corrected, if necessary, by soundings taken before dredging in each locality. Soundings will be taken by lead line or 200 kHz sonic methods, or both, as determined by the Owner; results of soundings by either or both methods will be the basis for payment. Areas sounded more than 30 days prior to dredging will be re-sounded when requested by the Contractor. The Contractor has the option of being present when such soundings are made.
 - b. Surveys During Progress of Work: Contract depth will be determined by soundings or sweepings taken behind the dredge as work progresses. The Contractor shall take progress soundings or sweepings.
- C. Final Examination And Acceptance
1. As soon as practicable after the completion of areas, which in the opinion of the Owner, will not be affected by further dredging operations, each area will be examined by the Owner by sounding or sweeping, or both. Remove shoals and lumps by dragging the bottom or by dredging. However, if the bottom is soft and the shoal areas form no material obstruction to navigation, removal may be waived at the discretion of the Owner. The Contractor will be notified when soundings or sweepings are to be made and will be permitted to accompany the sounding or sweeping party and to inspect the data and methods used in preparing the final estimate. When areas are found to be in a satisfactory condition, the work therein will be accepted as complete. Final estimates will be subject to deductions or correction of deductions previously made because of excessive overdepth, dredging outside or authorized areas, or disposal of material in an unauthorized manner.

END OF SECTION 35 24 23 00



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Task	Specification	Specification Description
35 24 26 00	01 22 16 00	No Specification Required

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Task	Specification	Specification Description
40 05 23 23	21 05 23 00	Piped Utilities Basic Materials And Methods
40 05 23 23	23 11 23 00	Relief Wells
40 05 23 23	23 11 23 00a	Monitoring Wells
40 05 23 23	22 11 23 23	Water Supply Wells
40 05 23 23	22 05 76 00	Sanitary Sewerage
40 05 23 23	07 63 00 00	Common Work Results for Fire Suppression
40 05 23 23	07 63 00 00a	Common Work Results for Plumbing
40 05 23 23	07 63 00 00b	Common Work Results for HVAC

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SECTION 41 22 23 13 - MATERIAL HANDLING HOISTS

1.1 GENERAL

A. Description Of Work

1. This specification covers the furnishing and installation of material handling hoists. Products shall match existing materials and/or shall be as follows or as directed by the Owner. Installation procedures shall be in accordance with the product manufacturer's recommendations. Demolition and removal of materials shall be as required to support the work.

B. Submittals

1. Product Data: For each type of product indicated.

1.2 PRODUCTS

A. Electric Chain Hoists

1. Hoist motors shall be H4 duty classification. Class F insulation shall be used in hoist motor for 30 minute operation. Load chain shall be grade 80 alloy, case hardened and zinc plated sized for the intended load. Hoists shall employ AC motor brakes employing single or multiple all-steel disks. Controls shall be hand-held, low voltage electrical, with emergency shut off and enclosed in NEMA 3R rated weatherproof enclosure. Hoist shall include fail safe limit switches in the hoist enclosure. Hoist shall meet requirements of ANSI B30.16 standard. Load hook shall be heavy-duty drop forged with safety latch. Hoist shall have swivel top and bottom hooks.

B. Manual Chain Hoists

1. Load capacity of hoist shall be as specified. Load chain shall be grade 80 alloy, case hardened and zinc plated sized for the intended load. Load hook shall be heavy-duty drop forged with safety latch. Hoist mechanism shall be double pawl ratchet system with Weston type brake using a non-asbestos friction disk. Hoist shall have swivel top and bottom hooks. Hoist shall require between 50 and 80 pounds effort to move load.

C. Electric Wire Rope Hoists

1. Hoist motors shall be H4 duty classification. Class F insulation shall be used in hoist motor for 30 minute operation. Lift range shall be between 20 and 150 feet. Lifting cable shall be pre-formed wire rope, of hoisting service construction, made of extra improved steel (XIP) with an independent wire rope center. Load hook shall be heavy-duty drop forged with safety latch. Hoist shall have swivel top and bottom hooks. Controls shall be hand held, low voltage electrical, with emergency shut off and enclosed in NEMA 3R rated weatherproof enclosure. Hoist shall include fail-safe limit switches in the hoist enclosure. Hoist shall meet requirements of ANSI B30.16 standard.

1.3 EXECUTION

A. Installation

1. The Contractor shall complete the assembly of any equipment furnished partially assembled and place the items in position as directed. The hoists shall be assembled and securely bolted in position, hoisting chain or wire rope installed, and the hoist made ready for regular operation. The Contractor shall furnish all miscellaneous hardware items required to complete the installation of all equipment and components. Equipment shall be primed and finish painted with a suitable corrosion-resistant paint on all parts and components not made of corrosion-resistant materials or otherwise protected.



END OF SECTION 41 22 23 13

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SECTION 41 22 23 13a - MONORAILS WITH AIR MOTOR POWERED HOIST

1.1 GENERAL

A. Description Of Work

1. This specification covers the furnishing and installation of materials for monorails with air motor powered hoist. Products shall match existing materials and/or shall be as follows or as directed by the Owner. Installation procedures shall be in accordance with the product manufacturer's recommendations. Demolition and removal of materials shall be as required to support the work.

B. Verification Of Dimensions

1. The Contractor shall be responsible for the coordination of his work with the work of all trades involved and as it relates to the building structure. The Contractor shall verify all building dimensions that relate to fabrication of the monorail system, and shall notify the the Owner of any discrepancy before order to the monorail manufacturer is finalized.

C. Submittals

1. Shop Drawings
2. Design Data
3. Test Reports
4. Certificates
5. Operation and Maintenance Data

D. Quality Assurance

1. Drawings: Submit drawings showing the general arrangement of the track beam system, including curves and switches, clearances, principal dimensions, details of structural connections, air system details, and all component details. Manufacturer's catalog data will suffice for items of standard manufacturer.
2. Certificates: Submit certification of minimum wire rope breaking strength for each hoist. Where applicable, submit factory certification of the load chain rated capacity.
3. Design Data: Submit design calculations verifying the size of structural members, structural supports (fittings, rods, brackets, and components), and lifting beams for the track beam system. The calculations shall include stress and loading diagrams. Submit calculations with monorail drawings.

E. Maintenance: Submit data package for the entire monorail system.

1.2 PRODUCTS

A. Fabrication And Construction

1. The hoist and trolley shall conform to ANSI/ASME HST-5M or ANSI/ASME HST-6M, **2 OR 3 OR 5, as directed, ton (2 OR 3 OR 5, as directed, metric ton)**, for general service **OR** protected indoor **OR** all weather outdoor, **as directed, (0 degrees to 100 degrees F (-18 to 38 degrees C))** working conditions. **2 ton (2 metric ton)** design criteria shall apply to hoists of **2 ton (2 metric ton)**, or less, rated lifting capacity. Hoists of **2, 3, or 5 ton (2, 3, or 5 metric ton)** rated capacity, shall be equipped with an automatic mechanical load lowering brake.
2. Capacity: The hoist shall have a minimum rated capacity as required to meet project requirements. The monorail system shall have a minimum rated capacity as required to meet project requirements.
3. Hook Lift and Speed: Shall be the manufacturer's standard within the limits specified in ANSI/ASME HST-5M or ANSI/ASME HST-6M. The hook lift shall be at its highest point a minimum height as required to meet project requirements above the finished floor and at its lowest point a minimum as required to meet project requirements below the finished floor.



OR

B. Fabrication And Construction

1. The **1/4 OR 1/2 OR 1, as directed, ton** (**1/4 OR 1/2 OR 1, as directed, metric ton**) hoist and trolley shall meet the design requirements specified in ANSI/ASME HST-5M or ANSI/ASME HST-6M for the **2 ton** (**2 metric ton**) hoist trolley.
2. Capacity: The hoist shall have a minimum rated capacity as required to meet project requirements. The monorail system shall have a minimum rated capacity as required to meet project requirements.
3. Hook Lift and Speed: For **1/4 OR 1/2 OR 1, as directed, ton** (**1/4 OR 1/2 OR 1, as directed, metric ton**) hoist(s), the hook lift shall be at its highest point a minimum height as required to meet project requirements above the finished floor and at its lowest point a maximum **OR** minimum, **as directed**, as required to meet project requirements above **OR** below, **as directed**, the finished floor. The hook lift and speed limits for **1/4 OR 1/2, OR 1 ton, as directed, (1/4 OR 1/2 OR 1, as directed, metric ton)** rated capacity hoists shall be within the limits shown in the following table.

Standardized hoist lift ranges and rated lifting speed
ranges for 1/4, 1/2, and 1 metric ton rated capacity

Rated load Capacity (metric tons)	Hoist lift range (meter)	Hoist lifting speed range (mm/s)	
		Low	High
1/4	3 to 15	120	350
1/2	3 to 12	80	250
1	3 to 10	40	225

Standardized hoist lift ranges and rated lifting speed
ranges for 1/4-, 1/2-, and 1-ton rated capacity

Rated load capacity (tons)	Hoist lift range (feet)	Hoist lifting speed range (feet per minute)	
		Low	High
1/4	10 to 50	24	70
1/2	10 to 40	16	50
1	10 to 30	8	45

4. Hooks: Shall be of the safety type with hook nuts keyed to hook shanks by means of a setscrew installed in a plane parallel to the longitudinal axis of the hook shank, or by any other similar easily removable securing device. All hook components shall be magnetic-particle inspected over the entire area in accordance with ASTM A 275/A 275M. The acceptance standard shall be one of no defects. A defect is defined as a linear indication revealed by magnetic-particle inspection that is greater than **1/8 inch** (**3 mm**) long whose length is equal to or is greater than three times its width.
5. Hoist Wire Rope: Rope lengths shall be sufficient to maintain a minimum of two full wraps of rope at the dead end(s) of the drum, with the block in its lowest indicated position.
6. Hoist Chain: Chain hoists of **10 foot** (**3 m**) lift or more shall be equipped with a load chain bucket.
7. Hoist Limit Switch: Hoists shall be equipped with upper and lower hoist limit switches/devices.
8. Control Pendant: Shall extend as required to meet project requirements below the underside of the track beam.
9. Trolley: Shall have a manual **OR** geared manual **OR** air motor powered, **as directed**, drive and shall be designed to operate from track beam section. Where two or more hoists are located on the same monorail beam, the trolleys shall be equipped with rubber bumper devices designed to prevent contact of any part or parts of the hoists.

C. Monorail Track Beam System

1. Shall conform to MMA MH27.1, for powered hoists. The maximum allowable deflection shall not exceed 1/600 of the unsupported span, with the hoist(s) at rated load(s) and at any location(s). The track beam system shall have trolley stops at all open end locations. The stops shall be designed to retain the hoist on the track. Wheel stops shall interface with the trolley wheel treads on both sides of the track web simultaneously and shall not interface with the trolley wheel flanges. The air supply valve specified shall be of the quick shutoff type, readily accessible from the floor, and located within proximity to the monorail system.
2. Color of Finished Equipment: Shall be the manufacturer's standard brilliant yellow.
3. Identification Plates: The manufacturer shall furnish and install identification plates of noncorrosive metal. Information and data on the plates shall include, in clearly legible permanent lettering, the manufacturer's name, model number, capacity rating, and other essential information. In addition, the monorail track beam system shall be furnished with identification plates showing the capacity of the system, which shall be legible from the floor and from either side of the monorail track beam.

1.3 EXECUTION

A. Erection And Installation

1. The Contractor shall erect and install the hoist and monorail system in accordance with of MMA MH27.1. The monorail supplier shall provide supervisory erection services.

B. Field Inspection And Tests

1. Pre-Erection Inspection: Before erection, the Contractor and the manufacturer's representative shall jointly inspect the monorail and hoist systems and components at the job site to determine compliance with specifications and manufacturer's data and detail drawings as approved. The Contractor shall notify the the Owner 3 days before the inspection.
2. Load Tests: Upon completion, and before final acceptance, the hoist, trolley, and monorail shall be tested in operation as specified, carrying 125 percent of the rated capacity, and with the units spaced to obtain maximum possible loads in the monorail track beam systems. The air equipment will not necessarily operate at rated speed with a 125 percent overload. For hoists that incorporate mechanical load brakes, the mechanical load brake shall hold a static, as well as control a dynamic, 125 percent rated load. The systems shall be thoroughly tested in service to determine that each component of the system operates as specified, is properly installed and adjusted, and is free from defects in material, manufacture, installation, and workmanship. The Contractor shall furnish test loads, operating personnel, instruments, and other apparatus as necessary to conduct field tests on hoist and monorail. The test and final adjustments of the equipment shall be under the supervision of the the Owner. The Contractor shall rectify any deficiencies found and completely retest work affected by such deficiencies.

END OF SECTION 41 22 23 13a



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SECTION 41 22 23 13b - MONORAILS WITH ELECTRIC POWERED HOISTS

1.1 GENERAL

A. Description Of Work

1. This specification covers the furnishing and installation of materials for monorails with electric powered hoists. Products shall match existing materials and/or shall be as follows or as directed by the Owner. Installation procedures shall be in accordance with the product manufacturer's recommendations. Demolition and removal of materials shall be as required to support the work.

B. System Description

1. Provide a monorail system with electric powered hoist(s) and plain type (hand operated) **OR** hand chain operated **OR** electric powered, **as directed**, trolley(s) complete, tested and ready for operation. Monorails, hoist(s), trolley(s), equipment, materials, installation, examination, inspection, and workmanship shall be in accordance with the applicable requirements of NFPA 70, ASME/ANSI B30.11, ASME/ANSI B30.16, ASME HST-1M, ANSI/ASME HST-4M, and MMA MH27.1, with modifications specified herein. Reference in these publications to the "authority having jurisdiction" shall be interpreted to mean the "the Owner."

C. Submittals

1. Shop Drawings: Monorail system
2. Product Data: Monorail track system including switches, suspension system and other components; Electric wire rope hoist; Electric chain hoist; Trolley; Pendant pushbutton station; Electrification.
3. Design Data: Load and sizing calculations.
4. Test Reports
5. Certificates
6. Operation and Maintenance Data

D. Delivery, Storage, and Handling

1. Delivery and Storage: Inspect materials delivered to site for damage; unload and store with minimum handling. Store materials on-site in enclosures or under protective coverings. Protect materials not suitable for outdoor storage to prevent damage during periods of inclement weather, including subfreezing temperatures, precipitation, and high winds. Store materials susceptible to deterioration by direct sunlight under cover and avoid damage due to high temperatures. Do not store materials directly on ground. When special precautions are required, prominently and legibly stencil instructions for such precautions on outside of equipment or its crating.
2. Handling: Handle materials in such a manner as to ensure delivery to final location in undamaged condition. Make repairs to damaged materials at no cost to the Owner.

E. Quality Assurance

1. Certificates: Overload Test Certificate: Submit a statement that the monorail system can be periodically load tested to 125 percent (plus 5 minus 0) of rated load.
2. Drawings: Monorail System: Show the general arrangement of all components, clearances and principal dimensions, assemblies of hoist, trolley, track, track suspension system, and electrical schematic drawings.
3. Design Data: Load and Sizing Calculations: Submit calculations verifying the sizing of any track, track suspension device and additional supports which are not the monorail system manufacturer's standard cataloged product.

1.2 PRODUCTS



- A. Overhead Monorail System: Provide overhead monorail system conforming to MMA MH27.1, Class C, for indoor **OR** outdoor, **as directed**, service, with an electric wire rope or chain hoist mounted on a movable trolley. Trolley shall be plain type (hand operated) **OR** hand chain operated **OR** motor operated, **as directed**. Monorail system shall operate on AC voltage as required to meet project requirements, 60 Hz, single **OR** three, **as directed**, phase power source.
1. Capacity: The monorail system shall have a minimum rated capacity as required to meet project requirements. Mark the hoist capacity in **pounds (kg)** on both sides of the hoist or load block.
 2. Speeds: The hoist shall have two operating speeds, **unless directed otherwise**, and shall be capable of hoisting and lowering the rated load at a high speed of **20 feet per minute (fpm) (100 mm/s)**. The trolley shall have two operating speeds, **unless directed otherwise**, and shall be capable of moving the rated load at a high speed of **50 fpm OR 100 fpm, as directed, (250 mm/s OR 500 mm/s, as directed,)**. Low speed(s) shall be one quarter to one third of high speed(s). Actual speed(s) shall be within plus or minus 15 percent of those specified.
 3. Material Limitations: Shafts, keys, couplings, sprockets, and chains shall be steel. All gears shall be steel except for worm gears, which shall be bronze or steel. Cast iron and aluminum used to support components of the hoist power transmission train shall be ductile.
 4. Safety: Comply with the mandatory and advisory safety requirements of ASME/ANSI B30.11, ASME/ANSI B30.16, and 29 CFR 1910.179.
- B. Monorail Track System: MMA MH27.1. Track beams shall be patented track sections fabricated by a manufacturer regularly engaged in production of this type of beam.
1. Track Suspension System: Monorail suspension shall be flexible **OR** rigid, **as directed**, type. Make bolted connections to supporting structure, excluding hanger rods, with ASTM A 325/A 325M bolts, ASTM A 563/A 563M nuts, and ASTM F 959/F 959M load indicator washers. ASTM A 325/A 325M bolts shall be fully pre-tensioned in accordance with AISC S329. Support monorail track system from the structural members shown. Provide additional supports as required to carry monorail track system loads to the structural members shown. Materials for additional supports shall conform to the material requirements contained in Division 05 Section "Structural Steel Framing".
- C. Electric Wire Rope Hoist: ANSI/ASME HST-4M, Class H3, except as modified herein. Hoist shall be double reeved, **unless directed otherwise**.
1. Hoisting Ropes: FS RR-W-410, improved or extra improved plow steel, regular lay, uncoated, 6 by 37 class construction, with an independent wire rope core. Provide proof of wire rope breaking strength test report.
 2. Sheaves: Sheaves shall be steel or ductile cast iron. Pitch diameter of running sheaves shall not be less than 16 times the rope diameter. Pitch diameter of non running sheaves shall not be less than 12 times the rope diameter.
 3. Drum: Drum shall be steel or ductile cast iron. Pitch diameter of the drum shall not be less than 18 times the rope diameter. Not less than two dead wraps of the hoisting rope shall remain on each anchorage when the hook is in its extreme low position.
- D. Electric Chain Hoist: ASME HST-1M, Class H3, except as modified herein. Provide load chain proof test.
- E. Trolley: Trolley shall meet all applicable requirements of MMA MH27.1, ASME HST-1M and ANSI/ASME HST-4M. Trolley shall have elastomeric bumpers to engage runway stops.
- F. Motors: NEMA MG 1. Hoist motor shall be single **OR** two, **as directed**, speed AC squirrel cage induction type. Trolley motor shall be single **OR** two, **as directed**, speed AC squirrel cage induction type. Motor insulation shall be Class B minimum. Provide totally enclosed non-ventilated (TENV) motor enclosures. Maximum motor speed shall not exceed 1800 RPM.

- G. Controls: Provide single **OR** two, **as directed**, speed magnetic control for the hoist. Provide single **OR** two, **as directed**, speed magnetic controls for the trolley. Provide reduced voltage starting, acceleration and deceleration for the trolley drive.
- H. Limit Switches: Provide upper and lower limit switches which de-energize the hoist motor.
- I. Brakes: Provide hoist with an electro-mechanical holding brake and a mechanical load brake, each capable of holding 130 percent of the rated hoist capacity. Hoist holding brake shall be capable of being released to test the load brake. Provide trolley with an electro-mechanical brake. Provide trolley brake with a minimum torque rating of 100 percent (for outdoor monorails) or 50 percent (for indoor monorails) of the drive motor rated torque. Trolley brake torque shall be adjustable down to 85 percent of its torque rating.
- J. Load Block And Hook: Construct load blocks of steel. Provide forged steel, swivel type hook, with hook nut keyed to hook shank by means of a setscrew installed in a plane parallel to the longitudinal axis of the hook shank, or other similar easily removable securing device. Hook throat opening shall not be less than as required to meet project requirements. Provide hook with spring loaded steel safety latch for closing the hook throat opening. The hook and hook nut shall be unpainted. Permanently mark hook and hook nut with an identification number.
1. Hook and Hook Nut Magnetic Particle Inspection: Magnetic particle inspect the hook and nut over the entire area in accordance with ASTM A 275/A 275M. Acceptance standard shall be no defects. A defect is defined as a linear indication that is greater than **1/8 inch (3 mm)** long whose length is equal to or greater than three times its width.
- K. Bearings: All bearings except those subject to a small rocker motion shall be anti-friction type. Bearings not considered lifetime lubricated by the manufacturer shall be provided with a means for lubrication.
- L. Pendant Pushbutton Station: Hoist and trolley, **unless directed otherwise**, shall be controlled from a pendant pushbutton station. Arrange pushbuttons in accordance with ASME/ANSI B30.11 recommendations. Locate station **4 feet (1.2 m)** above the finished floor
- M. Electrification: Runway electrification shall be of the flat festooned type **OR** enclosed safety bar type, **as directed**, with four continuous copper conductors. Provide electrical work for the monorail system in accordance with NFPA 70.
- N. Identification Plates: Provide identification plates of noncorrosive metal with clearly legible permanent lettering giving the manufacturer's name, model number, capacity in pounds, and other essential information or identification.
- O. Painting System: Painting shall be manufacturers standard. Provide a primer and a finish coat. For outdoor monorail systems, blast clean all components prior to painting and prime with inorganic zinc type primer; finish coat shall be an epoxy formulated for marine environments. Paint coats shall be smooth and even, free of runs, sags, orange peel, or other defects.

1.3 EXECUTION:

- A. Erection And Installation: Erect and install the monorail system, complete in accordance with the approved submittals and in condition to perform the operational and acceptance tests.
- B. Erection Services: Provide supervisory erection services from the monorail system manufacturer.
- C. Field Quality Control
1. Post-Erection Inspection: After erection, the Contractor and the the Owner shall jointly inspect the monorail and hoist systems and components to determine compliance with specifications and



- approved submittals. The Contractor shall notify the the Owner 3 days before the inspection. Provide a report of the inspection indicating the monorail system is considered ready for operational tests
2. **Operational Tests:** After erection and inspection, test the hoist, and trolley as specified herein. Test the systems in service to determine that each component of the system operates as specified, is properly installed and adjusted, and is free from defects in material, manufacturer, installation, and workmanship. Rectify all deficiencies disclosed by testing and retest the system or component to prove the monorail system is operational. The Contractor shall furnish loads for testing, operating personnel, instruments, and all other necessary apparatus. The the Owner will furnish loads for testing; the Contractor shall receive and transport the loads from a location not more than **100 miles (161 km)** from the job site and shall return them to that location after the tests have been completed.
 3. **Test Data:** Record test data on appropriate test record forms suitable for retention for the life of the monorail system. Record operating and startup current measurements for electrical equipment (motors and coils) using appropriate instrumentation (i.e., clamp-on ammeters). Compare recorded values with design specifications or manufacturer's recommended values; abnormal differences (i.e., greater than 10 percent from manufacturer's or design values) shall be justified or appropriate adjustments performed. In addition, high temperatures or abnormal operation of any equipment or machinery shall be noted, investigated, and corrected. Record hoist and trolley speeds during each test cycle.
 4. **Hook Test:** Measure hook for hook throat spread before and after load test. Establish a throat dimension base measurement by installing two tram points and measuring the distance between these tram points (plus or minus **1/64 inch (0.4 mm)**). Record this base dimension. Measure the distance between tram points before and after load test. An increase in the throat opening by more than 5 percent from the base measurement shall be cause for rejection.
 5. **No-Load Test**
 - a. **Hoist:** Raise the load hook the full operating lift distance and verify satisfactory operation of hoist, upper limit switch, lower limit switch, and the hoisting and lowering speeds. Operate the hoist at low and high speed in both directions.
 - b. **Trolley:** Operate trolley assembly the full length of the monorail in both directions. Operate trolley at low and high speed in each direction. Verify satisfactory operation and verify trolley speed. Operate all rail switches.
 6. **Load Test:** 125 Percent (plus 5 percent minus 0) of rated capacity
 - a. **Hoist Static Test:** Raise test load approximately one foot above the floor and hold for 10 minutes. Observe load lowering that may occur which will indicate malfunction of hoisting component or brake. Lower the test load to the floor until the hoist line is slack.
 - b. **Hoist Dynamic Test:** Raise the test load to approximately **5 feet (1.5 m)** above the floor using both speed points in the process. Lower the load back to the floor using both speed points. Stop the test load at least once while lowering at high speed and observe proper brake operation. Wait 5 minutes, then repeat the above cycle.
 - c. **Load Brake Test:** Raise test load approximately **5 feet (1.5 m)**. With the hoist controller in the neutral position, release the holding brake. The load brake should hold the test load. Again with the holding brake in the released position, start the test load down at low speed and return the controller to off position as the test load lowers. The load brake should prevent the test load from accelerating. NOTE: It is not necessary for the load brake to halt the downward motion of the test load.
 - d. **Loss of Power Test:** Raise the test load approximately **3 feet (1 m)** and while lowering test load at low speed, cut main power to hoist. Load should stop.
 - e. **Trolley Test:** With test load hoisted to a height of **one foot (300 mm)** above the floor, operate trolley the full distance of the monorail in both directions using both speed points in the process. Observe for any malfunctioning of the trolley assembly and monorail system. Operate all rail switches.
 - f. **Rated Load Speed Test:** With the hoist loaded to rated capacity, raise and lower the load verifying that the hoisting and lowering speeds are provided as specified. With the hoist loaded to rated capacity, operate trolley along the monorail beam verifying that the trolley

speed is provided as specified. Further, verify that the trolley stops in each direction within a distance (in feet) equal to 10 percent of rated capacity high speed (in feet per minute) when initially travelling at high speed and carrying the rated capacity load. Record voltage, amperage, hoisting and lowering speeds, trolley travel speed, and motor speed for each motor.

END OF SECTION 41 22 23 13b

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SECTION 41 22 23 13c - MONORAILS WITH MANUAL HOIST

1.1 GENERAL

A. Description Of Work

1. This specification covers the furnishing and installation of materials for monorails with manual hoist. Products shall match existing materials and/or shall be as follows or as directed by the Owner. Installation procedures shall be in accordance with the product manufacturer's recommendations. Demolition and removal of materials shall be as required to support the work.

B. Verification Of Dimensions:

1. The Contractor shall verify all building dimensions that relate to fabrication of the monorail system, and shall notify the Owner of any discrepancy before the order to the monorail manufacturer is finalized.

C. Submittals

1. Shop Drawings: Submit drawings showing the general arrangement of the track beam system, including curves and switches, clearances, principal dimensions, details of structural connections, and all component details. Manufacturer's catalog data will suffice for items of standard manufacturer.
2. Design Data: Structural design calculations.
3. Test Reports
 - a. Hook and hook nut magnetic-particle tests.
 - b. Monorail system load tests
4. Certificates: Manual hoist load chain
5. Operation and Maintenance Data
 - a. Track beam system
 - b. Hoist and trolley

D. Quality Assurance

1. Certifications: Submit factory certification of load chain rated capacity.
2. Design Data: Submit design calculations verifying the size of structural members, structural support fittings, rods, brackets, components, and lifting beams for the track beam system. The calculations shall include stress and loading diagrams. Submit calculations with monorail drawings.

1.2 PRODUCTS

- #### A. Fabrication And Construction:
- Provide manual hoist and trolley, ANSI/ASME HST-2M, ANSI/ASME HST-3M, trolley suspension. Trolley and wheels shall be suitable for operation on the steel monorail track beam provided, and shall have not less than four wheels.

1. Capacity: The hoist shall have a minimum rated capacity as required to meet project requirements. The monorail system shall have a minimum rated capacity as required to meet project requirements.
2. Hook Lift: Shall be the manufacturer's standard. The hoist lift shall be at its highest point a minimum of **8 feet (2400 mm)** above the finished floor and at its lowest point a minimum of **2 feet (600 mm)** below the finished floor.
3. Hooks: Shall be of the safety type with hook nuts keyed to hook shanks by means of a setscrew installed in a plane parallel to the longitudinal axis of the hook shank, or by any other similar easily removable securing device. All hook components shall be magnetic-particle inspected over the entire area in accordance with ASTM A 275/A 275M. The acceptance standard shall be one of no defects. A defect is defined as a linear indication revealed by magnetic-particle



inspection that is greater than **1/8 inch (3 mm)** long whose length is equal to or is greater than three times its width.

4. Trolley: Shall be designed to operate from track beam section. Where two or more hoists are located on the same monorail beam, the trolleys shall be equipped with rubber bumper devices designed to prevent contact of any part or parts of the hoists.
5. Load Chain: High strength steel links, flexible; minimum safety factor of 5 to 1 based on ratio of minimum chain breaking load to the calculated load on the chain when the hoist is assumed loaded to rated capacity. Certification from hoist manufacturer of provided chain's breaking strength shall be submitted to the Owner and approved prior to final acceptance of hoist. Do not paint or coat the load chain.
6. Load Hooks and Load Hook Components
 - a. Hook: Forged steel; complete with spring-loaded steel throat opening safety device. The hook shall be carried on suitably sealed or shielded anti-friction thrust bearings and shall swivel freely through 360 degrees rotation with full load without twisting chain.
 - 1) Disassembly. Hook and hook nut shall be capable of complete disassembly that enables access to all surfaces of the hook, including shank and hook nut for inspection purposes. Provision shall be made for the hook nut, or other hook-to-block fastener, to be keyed to hook shank by means of a set screw or similar, easily removable, securing device.
 - 2) Hook Non-Destructive Test. Each hook, including shank and hook nut, shall be inspected over the entire surface areas by magnetic particle inspection. If hook nut is not used, any device that functions the same as the hook nut shall be inspected by magnetic particle inspection.
 - a) Procedure: Magnetic particle inspection shall be conducted in accordance with ASTM A 275/A 275M. This inspection shall be conducted at the factory of the hook manufacturer or hoist manufacturer. Alternately, a recognized independent testing lab may conduct the inspections if equipped and competent to perform such a service, and if approved by the the Owner.
 - b) Acceptance Criteria: Defects found on the hook or hook nut shall result in rejection of defective items for use on furnished hoist. For this inspection, a defect is defined as a linear or non-linear indication for which the largest dimension is greater than **1/8 inch (3 mm)**. Weld repairs for defects on hook or hook nut will not be permitted.
 - c) Test Report: A test report of the magnetic particle inspection of each hook and hook nut provided shall be submitted to and approved by the the Owner prior to final acceptance of hoist installation. Test reports shall be certified by the testing organization.

B. Monorail Track Beam System: Comply with MMA MH27.1 except as modified and supplemented herein.

1. Patented Track: Provide specially designed trackage, e.g., patented track beam, curves, and switches constructed from welded steel components. The lower flange of the track section shall have flat wheel treads; minimum lower flange width of **3.25 inches (80 mm)**; chemical composition of 0.45 to 0.60 percent carbon content, 0.60 to 1.1 percent manganese content; and wheel treads shall be hardened to a minimum Brinell Hardness Number of 225. Upper flange and web of the track section shall be steel, continuously welded together or provided as one monolithic piece.
2. Track Suspension: Provide means of suspending the monorail track system, including curves and switches from the structural supports. The suspension system shall be the sole responsibility of the track supplier; however, design shall be subject to the requirements specified herein.
 - a. Cataloged Products: If possible, provide track manufacturer's standard cataloged devices for connection of the track to the indicated supporting structures. If track manufacturer's cataloged devices are not provided for this suspension system, complete shop drawings and calculations for the custom suspension device shall be submitted for review and approval by the the Owner. Track suspension devices which are not the track

- manufacturer's cataloged products shall meet the additional requirements specified in Division 05 Section "Metal Fabrications".
- b. Design: The suspension system shall be designed and constructed to ensure no impairment of the strength of track or the structural support. A hanger or suspension shall be located at each rack splice joint. Provide bracing to hold track sections in rigid alignment at all joints.
 - c. Suspension of Curves and Switches: Provide steel framing (structural supports), in addition to that indicated, as required by monorail curve and switch manufacturer to support curves and switches. The additional steel framing shall be the sole responsibility of the monorail supplier. Submit shop drawings and framing design calculations to the the Owner for approval.
 - d. Sway Bracing: Where the track is suspended from hanger rods, track shall be braced laterally and longitudinally to prevent sway.
 - e. Lock Nuts: Where the track is suspended from hanger rods, lock nuts or other means shall be provided to prevent the nuts from backing off the rods.
 - f. Multiple Suspension Devices: Where more than one suspension device attached to the track at a single point, the suspension devices shall be provided so that the loads shall be induced in each in proportion to the device's size.
3. Identification Plates: Provide identification plates of noncorrosive metal. Information and data on the plates shall include, in clearly legible permanent lettering, the manufacturer's name, model number, capacity rating, and other essential information. In addition, the monorail track beam system shall be furnished with identification plates showing the capacity of the system, which shall be legible from the floor and from either side of the monorail track beam.
- C. Painting Of System: Provide manufacturer's standard painting or shop painting of components specified in this section; comply with the requirements specified in Division 07. Do not paint, coat, or galvanize load chain, load, hook nut, or load chain sheave.

1.3 EXECUTION

- A. Erection And Installation: The Contractor shall erect and install the hoist trolley and monorail system in accordance with manufacturers written instructions, MMA MH27.1, and the contract drawings. The monorail supplier shall provide supervisory erection services. Welding new sections of monorail track to existing shall conform to AWS D1.1.
- B. Field Inspection And Tests
- 1. Pre-Erection Inspection: Before erection, the Contractor and the manufacturer's representative shall jointly inspect the monorail and hoist systems and components at the job site to determine compliance with specifications and manufacturer's data and shop drawings as approved. The Contractor shall notify the the Owner 3 days before the inspection.
 - 2. Operational Inspection and Load Tests: Upon completion, and before final acceptance, the hoist, trolley, and monorail shall be given the rated load test specified in ASME/ANSI B30.11, carrying 125 percent (plus 5 percent, minus 0 percent) of the rated capacity, and with the units spaced to obtain maximum possible loads in the monorail track beam systems. Hoists shall hold a static, as well as control a dynamic, 125 percent rated load. The systems shall be thoroughly tested in service to determine that each component of the system operates as specified, is properly installed and adjusted, and is free from defects in material, manufacture, installation, and workmanship. The Contractor shall furnish test loads, operating personnel, instruments, and all other necessary apparatus at no additional cost to the Owner. The test and final adjustments of the equipment will be under the supervision of the Owner. The Contractor shall rectify any deficiencies found and completely retest work affected by such deficiencies.

END OF SECTION 41 22 23 13c

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43 - Process Gas and Liquid Handling, Purification, and Storage
Equipment

Task	Specification	Specification Description
43 23 78 31	21 05 23 00	Piped Utilities Basic Materials And Methods
43 24 41 23	21 05 23 00	Piped Utilities Basic Materials And Methods
43 42 41 00	01 22 16 00	No Specification Required

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Task	Specification(s)
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02 41 16 13	02 41 16 13, 02 41 13 13, 02 41 13 13a
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03 11 23 00	01 22 16 00, 03 05 13 00
03 15 13 13	03 05 13 00

Task	Specification(s)
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Task	Specification(s)
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06 17 13 00	06 17 13 00, 06 05 23 00, 06 10 00 00
06 17 23 00	06 10 00 00, 06 05 23 00a, 06 11 16 00
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Task	Specification(s)
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