

TECHNICAL SPECIFICATIONS

ITEM NO. II.1 & II.2 REPAINTING WORKS (MOORING FIXTURES AND SITE OFFICE)

GENERAL

General Requirements contain provisions and requirements essential to these Specifications; and apply to this section, whether or not referred to herein.

SCOPE OF WORK

This Section covers the surface preparation, coating materials and application of coatings systems required for the Works.

The work shall consist of furnishing of all labor, materials, equipment and other incidentals necessary for the supply of painting materials and the complete painting of surfaces as shown on the drawings in accordance with this Specification and as directed by the Engineer.

The term paint as hereinafter used includes emulsion paints, varnishes, oils, pigments, thinner and dryers.

All exposed metal surfaces, except metal surfaces embedded in concrete, shall be painted unless otherwise specified.

STANDARD

The following publications listed below, but referred to thereafter by basic designation only, forms a part of these Specifications to the extent indicated by the reference thereto:

Steel Structures Painting Council (SSPC) U.S. Specification JIS K 5628 Red-lead Zinc Chromate Anti-Corrosive Paint.

SUBMITTAL

1. The Contractor shall submit work method statements with lists of materials to the Engineer for approval twenty eight days before the starting of works. This statement shall include following items:
 - a. Type of paint and manufacturer
 - b. Manufacturer's specifications
 - c. Storage and delivery of materials
 - d. Surface preparation
 - e. Finish painting and drying
 - f. Touch-up painting, if any
 - g. Equipment
2. The Contractor, before placing order for the painting materials, shall submit to the Engineer for approval samples of materials. No placing of orders for material shall be made without his approval.

STORAGE AND DELIVERY

1. The Contractor shall deliver all material to the site in the original labeled sealed cans and containers, with labels intact and seal unbroken.
 - a. Seals shall remain unbroken until after inspection and acceptance of material by the Engineer.
 - b. The Contractor shall deliver materials in ample quantities sufficiently in advance of the need to avoid any delay or interruptions in the works.
2. Paint in thinner shall be stored in accordance with the approved manufacturer's instructions.
 - a. All regulations required for storage of paint shall be observed and all necessary safety signs required by governing codes shall be posted.

TECHNICAL SPECIFICATIONS

- b. Any damage caused by failure to exercise proper precautions in paint storage shall be repaired.

MATERIAL REQUIREMENTS

PAINT

Paints for the protective coating system shall be the product of a manufacturer approved by the Engineer.

Paints for exterior finish must be with tile like durability and elegance, fast drying, solvent based acrylic, highly suitable for coastal or polluted areas with excellent anti-fungus properties and alkali resistance.

100% Acrylic, water based, quick-drying, easy to clean-up and environmentally friendly, resist dirt, stains, alkali, water, humidity, algae, mold and mildew growth and highly durable paint for interior finish.

An all-purpose synthetic quick dry paint for all types of wood and metal surfaces. It has high gloss, good color retention and outstanding durability.

For pipes, valves and equipment, galvanized and ungalvanized ferrous metal, use a 100% acrylic gloss paint, has excellent resistance to ultraviolet rays and resists chalking, cracking and color fading, dries fast and environmentally friendly.

SCHEDULE OF PAINTING

1. Mooring Fixtures	
First Coat	Metal Etching Solution or approved equal
Second & Third Coat	Metal Primer Oxide or approved equal
Fourth, Fifth and Sixth Coat	Marine/Acqua Epoxy paint w/ curing agent (Black) or approved equal
1. Site Office	
First Coat	Flat Latex Paint or approved equal
Second & Third Coat	Semi-gloss Latex Paint White – walls Terracotta – Columns and beams or approved equal

EXECUTION

SURFACE PREPARATION FOR MOORING FIXTURES

Concrete surfaces to be repainted shall be prepared by removing rust, dust, dirt, grease, oil, asphalt, tar, etc..

SURFACE PREPARATION FOR CONCRETE

Concrete surfaces to be repainted shall be prepared by removing efflorescence, dust, dirt, grease, oil, asphalt, tar, etc..

MIXING AND THINNING

Mixing and thinning of paint shall be done in accordance with the approved manufacturer's printed instructions. The pot life of each paint as stated by the manufacturer shall not be exceeded.

WEATHER CONDITION

The paint shall not be applied when the relative humidity is above 85 percent. The paint shall not be applied in rain, wind, fog, dust or mist.

TECHNICAL SPECIFICATIONS

APPLICATION

Workmanship shall be first class in every respect. All work shall be done in a workmanship manner so that the finished surfaces shall be free from runs, chop, ridges, waves, laps and unnecessary brush marks. All coats shall be applied in such manner as to produce an even film of uniform thickness. Edges, corners, crevices, welds and rivets shall receive special attention to ensure that they receive an adequate thickness of paint.

All painting shall be done by thoroughly experienced workmen.

Safety regulations shall be adhered to at all times, including the wearing of respirators by persons engaged on assisting in spray painting. Adjacent areas and installation shall be protected by the use of cloths or other approved precautionary measures.

Plain enamel and varnish shall be applied carefully with good clean brushes or approved spraying equipment, except that the initial coat on any surface shall be applied with brush. Sufficient time shall be allowed between coats to assure thorough drying and each coat shall be in proper condition before receiving the next coat.

Sanding and dusting as required shall be performed between coats in varnishing work. Finish coat shall be smooth and free from runs, sags, and other defects. Exterior paint shall not be applied during rainy days.

All paint when applied shall provide a satisfactory film and smooth, even surface. Paint shall be thoroughly stirred and kept at a uniform consistency during application. Powdered metallic pigments added at the time of use shall be mixed by adding the powder in small increments to about one-third of the base paint or vehicle, with thorough mixing to obtain a smooth paste. The remainder of the base paint shall then be thoroughly stirred in.

Different brands of emulsion paints shall not be mixed prior to application of the materials.

Where necessary to suit conditions of surface temperature, weather and method of application, the package paint may be thinned immediately prior to application in accordance with the approved manufacturer's directions, but not in excess of 125 cc of suitable thinner per liter (one pint per gallon). Before using, the paint shall be mixed to a uniform consistency and shall be stirred frequently during application.

Paints other than water-thinned paints shall be applied only to surfaces which are completely free of moisture as determined by sight or touch and only such combinations of humidity to be painted as will cause evaporation rather than condensation.

Surfaces which have been cleaned, pretreated and/or otherwise been prepared for painting shall be primed or painted with one coat of finish paint as soon as practicable after such preparation has been completed, but in any event prior to any deterioration of the prepared surfaces.

The first coat of paint on all exterior surfaces shall be applied by brush. Interior prime coats and all other subsequent coats on either exterior or interior surfaces may be applied by brush or spray. Whenever spraying is permitted all areas inaccessible to spray painting shall be coated by brushing or other suitable means. Brushes to be used for application of water-emulsions shall be soaked in water for a period of 2 hours prior to use.

All cloths and cotton waste which might constitute a fire hazard shall be placed in closed metal containers or destroyed at the end of each day.

Upon completion of the work, all staging, scaffolding, and containers shall be removed from the site or destroyed in a manner approved by the Engineer. Paint spots, or stains upon adjacent surfaces shall be removed and the entire job left clean and acceptable to the Engineer.

No smoking shall be permitted in the vicinity where painting is going on.

TOUCH-UP PAINTING

Touch-up painting shall be done with the same paint as used for the original coat. The resulting minimum dry film shall be the same as for the original coat.

TECHNICAL SPECIFICATIONS

Touch-up painting shall include cleaning and painting of field connections, welds and all damaged or defective paint and rusted areas.

During touch-up painting, only loose, cracked, brittle or non-adherent paint shall be removed during cleaning. All exposed edges shall be feathered. Touch-up painting shall be performed in a manner which will minimize damage to sound paint. Rust spots shall be thoroughly cleaned and edges of the existing paint shall be scraped back to sound material.

DRYING

1. No primer or paint shall be forced to be dried under conditions which will cause cracking, wrinkling, blistering, formation of pores which would detrimentally affect the condition of the paint.
2. No drier shall be added to the paint unless specified in the approved manufacturer's instructions.
3. Painted surfaces shall be protected from dust, dirt, and the elements of the weather until dry to the fullest extent practicable.
4. After drying, any areas of paint damaged from any cause shall be removed, the surface again prepared and then touched-up with the same paint and to the same thickness as the undamaged areas as specified in sub-section 4.14.3.7 above.

HANDLING

1. Precautions shall be taken to minimize damage to paint films resulting from stacking for drying.
2. Paint which is damaged in handling shall be scraped off and touched-up with the same paint and in the same thickness as was previously applied to the damaged area at Contractor's expense.

INSPECTION

1. All works and materials supplied under this Specification shall be subject to inspection by the Engineer.
2. The Contractor shall correct such works or replace such materials found defective under these Specifications at his own expense.

TECHNICAL SPECIFICATIONS

ITEM NO. II.3 CEILING WORKS

1. EXTERIOR

- Spandrel 4"

Location is shown in the plan

ITEM NO. II.4 CONCRETE WORKS

PORTLAND CEMENT CONCRETE PAVEMENT

SCOPE OF WORK

The works include the furnishing of all labor, materials and equipment required for the construction of gravel base course and concrete pavement. The works shall be in accordance with the lines and grades shown on the Drawings and in conformity with the Specifications.

MATERIAL REQUIREMENTS

Cement

Portland cement shall conform to the requirements of the Section "Reinforced Concrete".

Fine Aggregate

The fine aggregate shall be well-graded from coarse to fine and shall conform to the requirements of the Section "Reinforced Concrete".

Coarse Aggregate

Coarse aggregate shall conform to the requirements of the Section "Reinforced Concrete".

Water

Clean, fresh, potable water shall be used for the mixing of all concrete and mortar and shall be from a source approved by the Engineer. Sea water or brackish water shall not be used.

Admixture

Admixture shall only be used with the written permission of the Engineer. If air-entraining agents, water reducing agents, set retarders or strength accelerators are permitted to be used, they shall not be used in greater dosages than those recommended by the manufacturer, or as permitted by the Engineer. The cost shall be considered as already in the Contractor's unit cost bid for concrete.

TIE BARS AND SLIP BARS

Tie bars shall be deformed bars conforming to the requirements specified in AASHTO M 31 or M 42, except that rail steel shall not be used for tie bars that are to be bent and re-straightened during construction, sizes as indicated on the Drawings. The deformed bars shall be Grade 40 and shall be shipped in standard bundles, tagged and marked in accordance with the Code of Standard practice of the Concrete Reinforcement Steel Institute.

Slip bars shall be smooth round steel bars conforming to the requirements specified in AASHTO M 31 or plain M 42.

Joint Filler

Poured filler for joint shall conform to the requirements of AASHTO M173.

TECHNICAL SPECIFICATIONS

EXECUTION

Concrete Class

The concrete for pavement shall satisfy the following requirements:

Minimum 28-day comprehensive strength	:	24 MPa
Minimum Flexural Strength	:	3.8 MPa
Maximum Aggregate size	:	25 mm
Maximum water cement ratio	:	0.52

Proportioning, Consistency and Mixing of Concrete

The proportioning, consistency and mixing of concrete shall conform to the requirements of the Section "Reinforced Concrete".

Preparation

The base shall be watered and thoroughly moistened prior to placing of the concrete.

Formwork Construction

Formwork shall comply with the requirements of the Section "Reinforced Concrete". Forms shall be of steel, of an approved section and shall be straight and of a depth equal to thickness of the pavement at the edge. The base of the forms shall be of sufficient width to provide necessary stability in all directions. The flange braces must extend outward on the base not less than 2/3 the height of the form.

All forms shall be rigidly supported on a bed of thoroughly compacted material during the entire operation of placing and finishing the concrete. They shall be set with their faces vertical so as to produce a surface complying with the required tolerance.

Adjacent lanes may be used in lieu of forms for supporting finishing equipment provided that proper protection is afforded to the concrete of the adjacent lanes to prevent damage, and provided further that the surface of the concrete carrying the finishing equipment does not vary by more than 3mm in each meter length. Adjacent lanes in lieu of forms may not be used until the concrete is at least seven (7) days old. Flanged wheels of the finishing equipment shall not be operated on the concrete surface. The inside edge of supporting wheels of the finishing machine shall not operate closer than 100mm from the edge of the concrete lane.

Alternative to placing forms, slip-forming may be used. Slip-form paving equipment shall be equipped with the traveling side forms of sufficient dimensions, shape and strength to support the concrete laterally for a sufficient length of time during placement to produce pavement of the required cross section. No abrupt changes in longitudinal alignment of the pavement will be permitted. The horizontal deviation shall not exceed 20mm from the proper alignment established by the Engineer.

Joints

All joints, longitudinal, transverse, etc., shall be constructed as shown on the Drawings and shall be clean and free of all foreign material after completion of shoulder work prior to acceptance of the work and in accordance with the following provisions:

Longitudinal and Transverse Contact Joints:

Longitudinal contact joints are joints formed between lanes that are poured separately. Transverse contact joints are joints formed between segments of a lane that are poured separately. Transverse contact joints shall be formed perpendicular to pavement centerline at the end of each day of concrete placing, or where concreting has been

TECHNICAL SPECIFICATIONS

stopped for 30 minutes or longer but not nearer than 1.5 meters from sawed contraction joints. All contact joints shall have faces perpendicular to the surface of the pavement. Tie bars of the size, length and spacing shown on the Drawings shall be placed across longitudinal and transverse contact joints.

Placing Concrete

The concrete shall be deposited and spread in order that segregation will not occur and place a uniform layer of concrete whose thickness is approximately 20 mm greater than that required for the finished pavement is placed. Rakes shall not be used for handling concrete.

In order to prevent the introduction into the concrete of earth and other foreign materials, the men whose duties require them to work in the concrete, shall in general, confine their movements to the area already covered with fresh concrete. Whenever it becomes necessary for these men to step out of the concrete, their footwear shall be washed or otherwise thoroughly cleaned before returning to the concrete. Repeated carelessness with regard to this detail will be deemed sufficient cause for removing and replacing such worker.

During the operation of striking off the concrete, a uniform ridge of concrete at least 70 mm in height shall be maintained ahead of the strike-off screed for its entire length. Except when making a construction joint, the finishing machine shall at no time be operated beyond that point where this surplus can be maintained in front of the strike-off screed.

After the first operation of the finishing machine, additional concrete shall be added to all low places and honeycombed spots and the concrete rescreeded. In any rescreeding, a uniform head of concrete shall be maintained ahead of the strike-off for its entire length. Honeycombed spots shall not be eliminated by tamping or grouting.

Workers on the job shall have mobile footbridges at their disposal so that they need not walk on the wet concrete.

In conjunction with the placing and spreading, the concrete shall be thoroughly spaded and vibrated along the forms, bulkhead, and joints.

The internal vibrators shall be of pneumatic, gas-driven, or electric type, and shall operate at a frequency of not less than 3,200 pulsations per minute.

Whenever the placing of the concrete is stopped or suspended for any reason, for a period of 30 minutes or longer, a suitable bulkhead shall be placed so as to produce a vertical transverse joint. If an emergency stop occurs within 2.5 meters of the contraction or an expansion joint the concrete shall be removed back to the joint. When the placing of the concrete is resumed, the bulkhead shall be removed and a new concrete placed and vibrated evenly and solidly against the face of previously deposited concrete. Any concrete in excess of the amount needed to complete a given section or that has been deposited outside the forms shall not be used in the work.

The Contractor shall provide suitable equipment for protecting the fresh concrete in case of rain, such as screens which will cause the rain water to run off beyond the edges of the paving, rain proof tarpaulins or other methods approved by the Engineer. The equipment shall be sufficient to shelter from rain all areas equal to that paved in two hours of work.

Finishing Concrete

The concrete shall be compacted and finished by a mechanical, self-propelled finishing machine of approved type, having two independently operated screeds. If a machine possessing only one screed is approved, the screed will not be less than 450 mm wide and shall be equipped with compensating springs to minimize the effect of the momentum of the screed on the side forms. The number of driving wheels, the weight of the machine and the power of the motor shall be so coordinated as to prevent slippage. The top of the forms and the surface of the finishing machine wheels shall be kept free from concrete or dirt.

The machine shall at all times be in first-class mechanical condition and shall be capable of compacting and finishing the concrete as herein described. Any machine which causes displacement of the side forms from the line or grade to which they have been properly set, or causes undue delay due to mechanical difficulties, shall be removed from the work and replaced by a machine meeting the Specifications.

TECHNICAL SPECIFICATIONS

The finishing machine shall be operated over each section of pavement two or more times and at such intervals as will produce the desired results. Generally, two passes of the finishing machine are considered the maximum desirable.

The concrete shall be vibrated, compacted, and finished by a vibratory finishing machine. The vibratory machine shall meet the requirements for ordinary finishing, and shall be one of the following type:

1. The machine shall have two independently operated screeds; the front screed shall be equipped with vibratory units with a frequency of not less than 3,500 pulsations per minute. There shall be not less than one vibratory unit for each 2.5 meters length or portion thereof, of vibratory screed surface. The front screed shall not be less than 300mm wide and shall be equipped with a "bull nose" front edge built on a radius of not less than 50mm. This type of vibratory finishing machine shall be operated in such manner that each section of pavement will receive at least one vibratory pass, but not more than two passes, unless otherwise directed, or ;
2. The machine shall be equipped with an independently operated vibratory "pan" (or pans) and two (2) independently operated screeds, the "pan" shall be mounted in a manner that will permit it to come in contact with the forms and will permit vibration of the full width of lane simultaneously.

There shall be not less than one vibratory unit for each 2 m. length or portion thereof, of vibrating pan surface. The vibratory units in any individual pan shall be synchronized and have a frequency of not less than 3,500 pulsations per minute. The front screed shall be capable of operating in a position that will strike off the concrete at a sufficient height above the top of the forms to allow for proper compaction with the vibrating pan. This type of vibratory finishing machine shall be operated in such manner than each section of pavement will receive at least one vibratory pass but not more than two passes, unless otherwise directed.

After the final pass of the finishing machine and when the concrete has started to dry, the surface of the pavement shall be finished with an approved longitudinal float. The float may be operated either manually or by mechanical means. The float may be either of wood or metal shall be straight and smooth and light in weight so as not to displace or sink into the concrete surface.

To be effective, the float shall be at least 300mm wide and 3m long. When manually operated, the float shall be moved from edge to edge with a wiping motion and advance one (1) meter or more.

The succeeding trip shall overlap the previous trip. A light smoothing lute at least 3 meters long may be used provided approved by the Engineer.

The surface of the pavement shall be tested by the Contractor, before the final belting, with an approved standard straightedge 3 meter in length. Irregularities so detected shall be corrected immediately. Special attention shall be given to the concrete adjacent to transverse joints to insure that the edges thereof are not above the grade specified or the adjacent concrete below grade. All depressions or projections shall be corrected before any initial set has developed in the concrete.

After the concrete has been brought to the required grade, contour and smoothness, it shall be finished by passing over the concrete a drag of one or two burlap clothes, which give the surface the required roughness. The vehicles used to carry these cloths may be independent of the concrete-laying machine or may be incorporated with it and may be operated either by hand or mechanically.

Hand finishing will be permitted only on variable width sections of the pavement and other places where the use of the finishing machine would be impractical. Hand finishing shall be accomplished by means of the hand-operated strike-off template of either steel or steel-shod wood construction. The striking template shall be operated forward with a combined longitudinal and transverse motion and shall be so manipulated that neither end will be raised off the side forms. A similar tamper shall be used for tamping the concrete.

TECHNICAL SPECIFICATIONS

As soon as the concrete has attained its initial set, the edges of the pavement, the longitudinal joints, the construction dummy and expansion joints not sawn shall be carefully finished with an edging tool having radius of at least 5mm. The tools, the special accessories for cutting impressed joints and methods of workmanship shall be such as will produce a joint whose edges are of the same quality of concrete as the other portion of the pavement. Methods and workmanship which make use of excess mortar or grout in this area shall be eliminated. Unnecessary tool marks shall be eliminated during work, and the edges left smooth and true to line.

Striking Forms

Forms shall remain in place at least 12 hours after the concrete has been placed. When working conditions are such that the early strength gain of the concrete is delayed, the forms shall remain in place for a longer period, as directed by the Engineer. Bars or heavy load shall not be used against the concrete when still in the forms. Any damage to concrete resulting from form removal shall be repaired promptly by the Contractor as directed by the Engineer without any additional payment to the Contractor.

Curing Concrete

Unless otherwise ordered by the Engineer, curing of concrete shall be done by any method specified in the Section "Reinforced Concrete".

Cleaning and Sealing Joints

After completion of the required curing and before opening of the pavement to traffic, all joints shall be thoroughly cleaned of all concrete aggregate fragments or other materials.

After removal of side forms, the ends at transverse expansion joints at the edges of the pavement shall be carefully cleaned of any concrete within the expansion spaces for the entire depth of slab, care being taken not to injure the ends of the joints. Expansion and contraction joints shall then be poured with a hot joint sealer to the depth as indicated on the Drawings. Joint sealer shall be poured using approved hand pouring pots, with liquid at a temperature not less than that recommended by the approved manufacturer.

Opening to Traffic

The pavement shall be closed to traffic, including the vehicles of the Contractor, for a period of 10 days after the concrete is placed or longer if in the opinion of the Engineer, the weather conditions make it necessary to extend this time. The Contractor shall furnish, place and maintain satisfactory barricades and lights as directed, to exclude all traffic from the pavement.

Any damage to the pavement due to traffic shall be repaired or replaced at the expense of the Contractor. Paving mixers, mechanical concrete spreaders and finishers and other heavy paving equipment shall not be operated on completed concrete lanes in order to construct alternate lanes until after the regular curing period is completed. Even then, planks shall be laid on the finished pavement or other precautions taken to prevent damage to the concrete pavement.

Pavement Smoothness, Thickness and Tolerance

Portland cement concrete pavement shall be constructed to the designed level and transverse slope shown on the Drawing. The allowable tolerance shall be as listed hereunder:

- | | | |
|----|--|---------|
| 1. | Permitted variation from design thickness of layer | + - 5mm |
| 2. | Permitted variation from design level of surface | + - 5mm |

TECHNICAL SPECIFICATIONS

The thickness of the pavement will be determined by measurement of cores from the completed pavement in accordance with AASHTO T 148.

The completed pavement shall be accepted on a lot basis. A lot shall be considered as 2,500 sq.m of pavement. The last unit in each slab constitutes a lot in itself when its length is at least ½ of the normal lot length. If the length of the last unit is shorter than ½ of the normal lot length, it shall be included in the previous lot.

Other areas such as intersections, entrances, crossovers, ramp, etc., will be grouped together to form a lot. Small irregular areas may be included with other unit areas to form a lot.

ITEM NO. II.5 PARTITION WALLS

ITEM NO. II.6 DOORS

INSTALLATION OF DOORS

1. Surface Preparation

Ensure surfaces to receive panels are structurally sound, even, smooth, clean, dry, and free from defects detrimental to work.

DOORS

1 unit - 1.00 x 2.10 x ¼” thk Swing Glass Door

3 unit - 0.80 x 2.10 solid panel door

1 unit - 0.60 x 2.10 PVC with louver door

Location shown in plan