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ENGINEERING AND CONSTRUCTION BULLETIN

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Subject: Ensuring Successful Start-Up Support for Quality Assurance Activities on USACE-Managed Airfield Pavement Projects

Applicability: Directive

1. The purpose of this Engineering and Construction Bulletin (ECB) is to provide additional direction requiring USACE Transportation Systems Center (TSC) technical support during start-up activities for the construction phase of airfield pavement projects executed by USACE districts. Two other ECBs (Nos. [2011-17](#) & [2011-18](#)) have been published recently as part of an overall initiative to improve quality of USACE support for DoD airfield pavement projects.

2. Reference:

a. Memorandum, CECW-E, 2 February 2001, subject: Military Construction Management Policy for Airfield Pavement Projects.

<https://transportation.erdc.usace.army.mil/tsmex/wrkshppolicy.pdf>

b. [UFC 3-260-02](#), paragraph 5 indicates “All slabs on grade required to support aircraft loadings, whether interior (hangar floors) or exterior, are to be considered airfield pavements.”

3. Background. Airfield pavement projects are typically costly and complex, requiring a high degree of technical skill, knowledge and experience during both design and construction phases to produce quality airfield pavements for our military program customers. An essential tenant of USACE quality assurance is to focus on ensuring all appropriate actions are successfully accomplished prior to start of a major phase of engineering or construction work. Existing USACE policy (reference memorandum above) requires an on-site airfield paving workshop by the USACE TSC prior to starting construction for projects with a current working estimate over \$5 million for the airfield pavement portion of the project.

Overall, this process of requiring the airfield paving workshop prior to starting construction has been an effective, efficient means to improve quality of airfield pavement projects for Army, Air Force and Navy customers. However, analysis of airfield paving quality problems indicates that additional technical support services are warranted during start-up of larger, more complex projects for airfield pavement work.

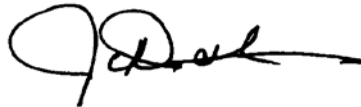
4. Directions. Effective upon receipt of this ECB, newly-initiated projects exceeding \$10 million for the airfield pavement portion are required to obtain additional technical support services from the USACE TSC during the start-up activities of the construction phase of the project. The additional technical support services will include observing and analyzing construction test section results, verification of concrete and asphalt plant calibration, and observing work quality during early phases of the construction paving portion of the project. This requirement applies to all airfield paving projects exceeding \$10M, including those accomplished via design-bid-build and design-build delivery methods. Project managers should

ECB 2012-5

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typically plan for this supplemental start-up quality assurance support from the TSC to involve 2 persons for about a two-week period during the initial construction phase of the work.

5. HQUSACE point of contact for this ECB is Paul Dicker, CECW-CE, 202-761-0995, email: paul.f.dicker@usace.army.mil. Technical issues are to be directed to Terry Sherman, USACE Transportation Systems Center (www.tsmcx.com), 402-995-2399, email: terry.w.sherman@usace.army.mil.



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