

SECTION 1E

TRANSPORT AND ERECTION OF TOWER SEGMENTS, CRANE AND ELEVATORS

---GENERAL REQUIREMENTS---

---HEIGHT

PRIOR TO DISASSEMBLY BY OTHERS, THE EXISTING TOWER ROSE 380 FEET ABOVE DECK "0" OF MOBILE LAUNCHER NO. 2 (ML NO. 2). THE TOWER WAS DISASSEMBLED IN SEGMENTS AND STORED NORTH OF THE VAB AS SHOWN ON THE DRAWINGS.

---WEIGHT

THE WEIGHTS OF THE TOWER SEGMENTS ARE TABULATED ON THE DRAWINGS.

---DESCRIPTION

THE TOWER CONSISTS OF A STEEL STRUCTURAL FRAME HAVING HEAVY CORNER COLUMNS CONNECTED WITH PERIMETER GIRDERS AND A CENTRAL HOISTWAY FOR TWIN ELEVATORS, WITH ADJACENT STAIRWAY. THE ELEVATOR HOISTWAY IS ENCLOSED WITH FRAMES OF WOVEN WIRE MESH, EXCEPT THAT CERAMIC SIDING ENCLOSES THE FIRST SEVEN FEET ABOVE EACH LEVEL. AT EACH LEVEL (EXCEPT THE TOP LEVEL) FLOOR BEAMS SUPPORT GALVANIZED STEEL GRATING HAVING HANDRAILS WITH KICKPLATE.

THE TOP TOWER LEVEL CONSISTS OF DEEP GIRDERS POSITIONED TO SUPPORT A CIRCULAR RAIL FOR A HAMMERHEAD CRANE (PREVIOUSLY REMOVED BY OTHERS) TO BE INSTALLED UNDER THIS CONTRACT FOLLOWING TRANSPORT, MODIFICATION AND ERECTION OF THE TOWER SEGMENTS AT LAUNCH PAD 39B.

IMMEDIATELY BELOW TOWER TOP LEVEL IS LOCATED THE ELEVATOR MACHINERY ROOM.

RISING THROUGH THE GRATING OF EACH LEVEL ARE VERTICAL HEAVY ALUMINUM CABLE TRAYS (NO CABLE). CABLE TRAYS, LIGHTING FIXTURES AND CONDUIT ARE ALSO HUNG FROM THE UNDERSIDE OF THE FLOOR BEAM SYSTEM AT MOST TOWER LEVELS. ALSO VERTICAL CONDUIT AND WIRING EXISTS AT CORNER COLUMNS AND AT THE SIDES OF THE ELEVATOR HOISTWAY.

ON THE EXTERIOR SIDES OF THE TOWER EXISTS VERTICAL STEEL FORMERLY UTILIZED FOR SUPPORT OF UMBILICAL ARMS. ON SIDE 2 EXISTS VERTICAL/HORIZONTAL STEEL FORMERLY USED FOR DUCT SUPPORTS, AND THIS STEEL SHALL BE REMOVED AND PORTIONS INSTALLED ON THE NEW TOWER (SSAT) AFTER ERECTION AT PAD 39B.

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---DRAWINGS

THE DRAWINGS INCLUDE IDENTIFICATION OF THE TOWER SEGMENTS AND THE SEQUENCE FOR ERECTION AT PAD 39B. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PLAN THE ERECTION IN ACCORDANCE WITH PRUDENT CONSTRUCTION PRACTICES. ALL COSTS IN CONNECTION WITH THE RE-USE OF MATERIAL IN ERECTION OF THE SSAT IS TO BE INCLUDED IN THE CONTRACTOR'S BID PRICE AND NO ADDITIONAL COST WILL BE CONSIDERED FOR PROCEDURES ELECTED BY THE CONTRACTOR DURING ERECTION OPERATIONS THAT RESULT IN INCREASED CONTRACT COST. THE CONTRACTOR'S ERECTION PLAN SHALL BE SUBMITTED TO THE CONTRACTING OFFICER FOR APPROVAL AS SPECIFIED.

---STORAGE AND ERECTION SITES---

---ML PARK SITE NO. 2 STORAGE AREA

THIS SITE IS LOCATED NORTH OF THE VEHICLE ASSEMBLY BUILDING (VAB) AND IS THE CENTER SITE OF THE THREE PARK SITES AS SHOWN ON THE DRAWINGS. STORAGE AREAS FOR THE TOWER SEGMENTS, CRANE AND ELEVATORS ARE SHOWN ON THE DRAWINGS.

---PAD 39B ERECTION AREA

AT THIS LOCATION THE TOP OF THE TOWER (ELEV. 300'-0") WHEN ERECTED WILL BE APPROXIMATELY 247 FEET ABOVE THE PAD SURFACE AND 289 FEET ABOVE THE BOTTOM OF THE FLAME TRENCH AND GRADE AT THE TOE OF THE PAD EMBANKMENT. IF STEEL IS PLACED ON THE CONCRETE PAVING FORMING THE TOP OF THE PAD (EL 53'-0" ±), DUNNAGE MUST BE UTILIZED IN AREAS OTHER THAN THE CRAWLERWAY TO DISTRIBUTE THE LOAD; HOWEVER, SUCH PLACEMENT MAY INTERFERE WITH OTHER CONSTRUCTION OPERATIONS OF THE CONTRACTOR. IN ANY EVENT, ALL PAVING THAT IS NOT SCHEDULED FOR REMOVAL/REPLACEMENT SHALL BE PROTECTED FROM DAMAGE. OTHER STORAGE AREAS ARE LOCATED AS SHOWN ON THE DRAWINGS.

---ERECTION PROCEDURE---

---RESPONSIBILITIES

MODIFICATION AND ERECTION OF THE SSAT TOWER AT PAD 39B SHALL BE PERFORMED BY ONE CONTRACTOR.

REMOVED PARTS SHALL BE TRANSPORTED BY THE CONTRACTOR TO RESPECTIVE SALVAGE STORAGE AREAS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MOBILIZING, ERECTING AND RIGGING OF CRANE EQUIPMENT.

---SEQUENCE OF OPERATIONS

NOT LATER THAN 30 DAYS AFTER THE DATE OF CONTRACT AWARD, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL, THE SEQUENCE OF OPERATIONS AND PROCEDURES FOR THE ERECTION OF THE SSAT, INCLUDING ELEVATORS AND CRANE WITH NEW LIGHTNING MAST. DETAILED INFORMATION ON SCHEDULING THE WORK SHALL BE INCLUDED IN THE CONTRACTOR'S CPM. THE CONTRACTOR'S PLAN SHALL BE APPROVED PRIOR TO THE START OF TOWER ERECTION. A SUGGESTED ERECTION PLAN IS AS FOLLOWS:

TRANSPORT TOWER SEGMENTS SCHEDULED FOR ERECTION AT PAD 39B TO TEMPORARY STORAGE AREA AT PAD 39B. PERFORM MODIFICATIONS TO TOWER SEGMENTS AS SHOWN ON THE DRAWINGS, INCLUDING TOP LEVEL CRANE DECK, ETC. AS SHOWN ON THE DRAWINGS.

ERECT TOWER STEEL, CABLE TRAYS, AND ELEVATOR SYSTEM INSOFAR AS POSSIBLE IN COMPLETE SEGMENTS. THE LOWER SEGMENT SHALL BE MODIFIED AS SHOWN ON THE DRAWINGS.

TRANSPORT FROM STORAGE THE GOVERNMENT FURNISHED HAMMERHEAD CRANE, MODIFY FOR LIGHTNING MAST AS SHOWN ON THE DRAWINGS, AND REASSEMBLE ATOP NEW TOWER. SEE THE DRAWINGS FOR WEIGHTS.

SEQUENCE OF PAINTING TOWER STEEL SHALL BE SUCH THAT TOP FLANGES OF FLOOR BEAMS ARE CLEANED AND PAINTED PRIOR TO FINAL PLACING OF FLOOR GRATINGS ON FLOOR BEAMS.

---RESTRICTIONS ON ROAD LOADINGS---

THE FOLLOWING ROADS HAVE LIMITATIONS OF 8,000 POUNDS PER WHEEL AND 32,000 POUNDS PER AXLE:

KENNEDY PARKWAY (4 LANE, 88 FT. O.A. PAVED WIDTH)

KENNEDY PARKWAY (2 LANE, 24 FT. O.A. PAVED WIDTH)

RANSOM ROAD

SWARTZ ROAD

ML PARK SITE NO. 2 TO KENNEDY PARKWAY

KENNEDY PARKWAY TO PAD 39B

PAD 39B PERIMETER ROAD

NASA CAUSEWAY (4 LANE, 88 FT. O.A. PAVED WIDTH)

---VERTICAL/HORIZONTAL ROAD CLEARANCES---

REFER TO THE INFORMATION SHEET IN DRAWINGS. THE 16'-4" VERTICAL CLEARANCE UNDER THE NASA CAUSEWAY OVERPASS OF KENNEDY PARKWAY CAN BE AVOIDED WHEN TRAVELING SOUTH BY DETOURING WEST ON NASA CAUSEWAY ABOUT ONE-HALF MILE TO THE MEDIAN CROSSOVER U-TURN AND THEN RETURNING EAST TO KENNEDY PARKWAY AND THENCE TO RANSOM ROAD. HORIZONTAL CLEARANCE THROUGH THE OVERPASS SUPPORTING PIERS IS 38 FEET.