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USACE / NAVFAC / AFCEC / NASA UFGS-32 01 11.51 (April 2006)  
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Preparing Activity: NAVFAC Replacing without change  
UFGS-02981 (August 2004)

UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UMRL dated April 2015

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### SECTION 32 01 11.51

#### RUBBER AND PAINT REMOVAL FROM AIRFIELD PAVEMENTS 04/06

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NOTE: This guide specification covers the requirements for removal of rubber deposits and paint from asphalt concrete or portland cement concrete airfield pavements by means of high-pressure water contact on the affected areas delivered from vehicular-mounted hydraulic systems.

Adhere to UFC 1-300-02 Unified Facilities Guide Specifications (UFGS) Format Standard when editing this guide specification or preparing new project specification sections. Edit this guide specification for project specific requirements by adding, deleting, or revising text. For bracketed items, choose applicable items(s) or insert appropriate information.

Remove information and requirements not required in respective project, whether or not brackets are present.

Comments, suggestions and recommended changes for this guide specification are welcome and should be submitted as a Criteria Change Request (CCR).

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NOTE: It is recommended that friction and texture testing be provided in affected pavement areas after rubber and paint removal work. This if there is any deterioration in the effective friction level, which may be caused by polishing of the pavement surface. The Mu-Meter is currently used by the Navy to measure relative friction levels on Navy airfield pavements and the "NASA Grease-Smear Technique" may be used to obtain an average texture depth.

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NOTE: On the project drawings, show:

1. Locations and dimensions of areas applicable to

removal work.

2. Type of pavement for each removal area.

3. Indication of whether rubber or paint is to be removed in each removal area.

4. Locations of Government hydrants to be provided for Contractor use.

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## PART 1 GENERAL

### 1.1 REFERENCES

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NOTE: This paragraph is used to list the publications cited in the text of the guide specification. The publications are referred to in the text by basic designation only and listed in this paragraph by organization, designation, date, and title.

Use the Reference Wizard's Check Reference feature when you add a RID outside of the Section's Reference Article to automatically place the reference in the Reference Article. Also use the Reference Wizard's Check Reference feature to update the issue dates.

References not used in the text will automatically be deleted from this section of the project specification when you choose to reconcile references in the publish print process.

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The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

U.S. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA)

29 CFR 1910

Occupational Safety and Health Standards

### 1.2 SUBMITTALS

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NOTE: Review Submittal Description (SD) definitions in Section 01 33 00 SUBMITTAL PROCEDURES and edit the following list to reflect only the submittals required for the project.

The Guide Specification technical editors have designated those items that require Government approval, due to their complexity or criticality, with a "G". Generally, other submittal items can be reviewed by the Contractor's Quality Control System. Only add a "G" to an item, if the submittal is sufficiently important or complex in

context of the project.

For submittals requiring Government approval on Army projects, a code of up to three characters within the submittal tags may be used following the "G" designation to indicate the approving authority. Codes for Army projects using the Resident Management System (RMS) are: "AE" for Architect-Engineer; "DO" for District Office (Engineering Division or other organization in the District Office); "AO" for Area Office; "RO" for Resident Office; and "PO" for Project Office. Codes following the "G" typically are not used for Navy, Air Force, and NASA projects.

An "S" following a submittal item indicates that the submittal is required for the Sustainability Notebook to fulfill federally mandated sustainable requirements in accordance with Section 01 33 29 SUSTAINABILITY REPORTING.

Choose the first bracketed item for Navy, Air Force and NASA projects, or choose the second bracketed item for Army projects.

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Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are [for Contractor Quality Control approval.][for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government.] Submittals with an "S" are for inclusion in the Sustainability Notebook, in conformance to Section 01 33 29 SUSTAINABILITY REPORTING. Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-04 Samples

[Rubber] [and] [paint] removal samples

SD-07 Certificates

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NOTE: Delete the requirement for a schedule of work, Section 01 30 00 ADMINISTRATIVE REQUIREMENTS.

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Schedule of work

High-pressure rubber and paint removal equipment

### 1.3 RADIO COMMUNICATION

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NOTE: Delete these paragraphs, if included in Section 01 30 00 ADMINISTRATIVE REQUIREMENTS.

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No personnel or equipment will be allowed on the runway until radio contact has been made with the Control Tower and permission is granted by the

Control Tower. A radio for this purpose will be [made available by the Contracting Officer] [required of the Contractor and approved by the Contracting Officer]. The Contractor shall be in contact with the Control Tower at all times during the removal work.

#### 1.4 EMERGENCY LANDINGS AND TAKEOFF

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**NOTE: Delete these paragraphs, if included in  
Section 01 30 00 ADMINISTRATIVE REQUIREMENTS.**  
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Emergencies shall take precedence over all Contractor operations. Upon notification from the Control Tower of emergency landing or imminent takeoff, all operations shall be stopped immediately and all personnel and equipment evacuated to an area not utilized for aircraft traffic which is at least 60 m 200 feet measured perpendicular to and away from the near edge of the runway. Equipment shall be able to clear the work area within 3 minutes.

#### 1.5 ENVIRONMENTAL CONDITIONS

Do not perform work when the temperature is below 5 degrees C 40 degrees F, during lightning storms, or when the pavement is covered with snow or ice.

#### 1.6 SAFETY

Comply with OSHA 29 CFR 1910.

#### 1.7 SCHEDULE

##### 1.7.1 Schedule of Work

Submit a schedule of work to the Contracting Officer for transmittal to the Operations Officer. Describe the work to be accomplished; noting the location of work, distances from the ends of runways, taxiways, buildings, and other structures; and indicating dates and hours during which the work will be accomplished. Schedule the work to conform to aircraft operating schedules. The Government will try to schedule aircraft operations so as to permit the maximum amount of time for the Contractor's work. However, in the event of any emergency, intense operational demands, adverse wind conditions, and other unforeseen difficulties, discontinue all work at locations in the aircraft operational area. Keep the approved schedule of work current and notify the Contracting Officer of any changes prior to beginning each day's work.

#### 1.8 EQUIPMENT

##### 1.8.1 Equipment Data

Submit descriptive data of high-pressure rubber and paint removal equipment including area of coverage per pass, range of water pressures, and water tank capacity.

#### 1.9 QUALITY ASSURANCE

##### 1.9.1 Required Samples

Prior to the start of work, remove [rubber] [and] [paint] on designated

test areas not less than 15 m 50 feet in length. Use procedures, water pressures, nozzle height, nozzle spacings, nozzle angle, and equipment movement rate to achieve the required degree of [rubber] [and] [paint] removal in accordance with the paragraph entitled "Execution." Submit the test results before any further removal work will be allowed.

## PART 2 PRODUCTS

### 2.1 MATERIALS

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**NOTE: The Contracting Officer will notify the Fire Department of fire hydrants to be used and designated times of use so that the hydrants may be flushed.**  
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**NOTE: Coordinate this paragraph with the paragraph "Availability of Utility Services" in the Additional General Paragraphs.**  
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Water to be used for high-pressure water equipment will be made available from Government hydrant[s] [as shown on the drawings,] [within [\_\_\_\_\_] m feet of all points of the work area,] [at no cost to the Contractor] [at the prevailing rates]. Furnish all equipment and labor for delivery of water from the hydrant to the job site. Notify the Contracting Officer on location of fire hydrant[s] to be used and the respective times of use. Connections to a fire hydrant will be subject to the Contracting Officer's inspection and approval.

### 2.2 EQUIPMENT

Vehicular-mounted hydraulic system capable of delivering high-pressure water impact upon the pavement surface less or greater than 55 MPa 8,000 pounds per square inch. If high-pressure water is delivered from a spray bar, the nozzles shall be spaced to provide total coverage of the area being treated. The nozzle line shall have adjustable pressure regulators or relief valves and gauges measuring actual line pressure. Equipment shall be supported on pneumatic tires. Provide equipment, tools, and machinery which are safe and in satisfactory condition at all times.

## PART 3 EXECUTION

### 3.1 DEGREE OF REMOVAL

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**NOTE: The following provides recommended rubber and paint removal percentages based on visual estimation of pavement area required to be exposed by the removal process. The degree of removal possible without damaging the pavement surface will depend on pavement condition. Portland cement concrete pavements can withstand more water pressure impact than asphaltic concrete pavements before aggregates are exposed. Do not specify 100 percent, as this will result in excessive exposure of pavement aggregates.**

1. Rubber removal from Portland cement concrete pavements: 90 percent.

2. Rubber removal from asphaltic concrete pavements: 85 percent.

3. Paint removal from Portland cement concrete pavements and asphaltic concrete pavements: 80 percent of loose, flaking paint.

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[Remove [\_\_\_\_\_] percent of all visible rubber.] [Remove percent of [\_\_\_\_\_] loose, flaking paint. Hard, firm paint that has the surface chalk removed may remain.]

### 3.2 RATE OF REMOVAL

[Remove rubber at a minimum rate of 0.26 square meter per second 10,000 square feet per hour.] [Remove paint at a minimum rate of 0.026 square meter per second 1,000 square feet per hour.] Do not permit high-pressure water application to remove the existing pavement surface.

### 3.3 WATER PRESSURE

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NOTE: The optimum water pressure to be used for rubber and paint removal will be determined by the test specified in paragraph entitled "Degree of Removal."

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Provide water pressure impact upon the indicated pavement areas sufficient to remove the designated [rubber] [and] [paint] to the required degree of removal without damaging the existing pavement joint sealant, and other airfield appurtenances. Contractor shall be responsible for repairing any damage caused by the removal work.

### 3.4 REMOVAL OF RESIDUE

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NOTE: The Contractor is normally responsible for total contract performance. However, at geographically isolated airfields, it may be necessary to furnish Government equipment and personnel for cleanup operations.

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[Residue will be removed from the pavement by Government-furnished sweepers and personnel. Notify the Contracting Officer for coordination.] [Remove all residue from the pavement. Obtain the approval of residue removal and disposal method from the Contracting Officer prior to beginning work.]

-- End of Section --