
USACE / NAVFAC / AFCEA / NASA UFGS-32 01 26.71 (August 2008)

Preparing Activity: USACE Superseding
UFGS-32 01 26 71 (April 2006)

UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UMRL dated July 2008

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GROOVING FOR AIRFIELD PAVEMENTS

08/08

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SECTION 32 01 26.71

GROOVING FOR AIRFIELD PAVEMENTS 08/08

NOTE: This guide specification covers the requirements for providing grooves in airfield pavements to increase the safe performance of aircraft.

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 and suggestions on this guide specification are welcome and should be directed to the technical proponent of the specification. A listing of technical proponents, including their organization designation and telephone number, is on the Internet.

Recommended changes to a UFGS should be submitted as a Criteria Change Request (CCR).

PART 1 GENERAL

NOTE: If an active runway is to be grooved, allowances such as Contractor reaction time, minimum distance equipment must be removed from the runway, and an estimated cost to the Contractor for each interruption must be addressed.

If unit prices are used, the following are designer options:

The unit of measurement for grooving the [runway] [taxiway] surface will be the lump sum. The unit of measurement for aircraft traffic interruptions will be each.

A lump sum price will be paid for grooving and cleaning the pavement. The minimum payment for each interruption will be one hour.

1.1 SYSTEM DESCRIPTION

1.1.1 Grooving Machine

Provide a grooving machine of a type equipped with diamond-saw cutting blades, and capable of making at least 457 mm 18 inches in width of multiple parallel grooves in one pass of the machine. Thickness of the cutting blades shall be capable of making the required width and depth of grooves in one pass of the machine. The cutting head shall not contain a mixture of new and worn blades or blades of unequal wear or diameter. The wheels on the grooving machine shall be of a design that will not scar or spall the pavement. Provide the machine with devices to control depth of groove and alignment within the specified tolerances.

1.1.2 Water Supply

NOTE: If transportation of the water by surface laid pipe is permitted, routing of the pipe should be shown.

Water for the grooving operation shall be provided by the [Contractor] [Government]. The water source will be described on the drawings so the Contractor can determine what Equipment will be required and the transportation means to the job.

1.2 SUBMITTALS

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. Submittals should be kept to the minimum required for adequate quality control.

A "G" following a submittal item indicates that the submittal requires Government approval. Some submittals are already marked with a "G". Only delete an existing "G" if the submittal item is not complex and can be reviewed through the Contractor's Quality Control system. Only add a "G" 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.

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

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

SD-03 Product Data

Equipment

List of proposed equipment to be used in performance of construction work, including descriptive data.

1.3 ENVIRONMENTAL REQUIREMENTS

Grooving operations will not be permitted when freezing conditions prevent the immediate removal of debris and/or drainage of water from the grooved area.

PART 2 PRODUCTS (Not Applicable)

PART 3 EXECUTION

3.1 PREPARATION

NOTE: Limits of the grooved area should be as described in UFC 3-260-01. For Army airfields, grooving should not be allowed within the first 457 m (1,500 feet) from the thresholds or the first 152 m (500 feet) either side of an arrest barrier cable which requires hook engagement for operation. For Air Force airfields, grooving will be allowed in the first 457 m (1,500 feet) from thresholds and within 91.4 m (300 feet) of arrest barrier cables.

Normally, pavements of Army airfields are not grooved within the first 457 m (1,500 feet) of the thresholds; permission from the Corps of Engineers Division office must be obtained to groove this area of joint occupied airfields.

Figures 2-10 and 2-11 of -FAAAC 150/5320-12A- show examples of saw-cut step patterns at the intersection of secondary runways and exit taxiways to primary runways, respectively.

Characteristics of the existing pavement will be

described in sufficient detail to allow the Contractor to select the most economical and effective cutting blades for grooving the pavement.

3.1.1 Existing Pavements

Bumps, depressed areas, bad or faulted joints, and badly cracked and/or spalled areas in the pavement shall not be grooved until such areas are adequately repaired or replaced, as specified in Section [____]. If the existing pavement is not suitable because of its strength, an overlay, flexible or rigid, will be required using the procedures specified in Section [____].

3.1.2 New Pavements

Allow new asphalt concrete pavements to cure for a minimum of 30 days before grooving, to allow the material to become stable enough to prevent closing of the grooves under normal use. Permit new portland cement concrete pavements to cure for a minimum of 28 days before grooving.

3.2 GROOVING

3.2.1 Procedures

NOTE: Grooving should be terminated within 1.5 m (5 feet) of the pavement edge to allow adequate space for operation of the grooving equipment.

Cut grooves in the [asphalt] [portland cement] areas as indicated on the drawings. Begin the grooving at one side of the usable [runway] [taxiway] and continue for the full width of the area. Take all reasonable precautions to prevent damage to or roughening of the pavement between grooves. Spalling along or tearing or raveling of the groove edges shall not be allowed. The grooves shall be 6 mm 1/4 inch plus or minus 1.2 mm 1/16 inch wide by 6 mm 1/4 inch plus or minus 1.2 mm 1/16 inch deep and 38 mm 1-1/2 inches plus or minus 3 mm 1/8 inch center to center spacing. The groove length shall be [____] meters feet plus or minus 75 mm 3 inches long and normal to the longitudinal axis of the centerline of the [runway] [taxiway]. The transverse alignment of the grooves shall not vary more than 75 mm 3 inches plus or minus on a 23 m 75 foot length of grooving.

3.2.2 Clean-Up

Clean-up shall be continuous. Flush debris produced by the machine to the edge of the grooved area or pick it up as it forms. The dust coating remaining shall be flushed to the edge of the area if the resultant accumulation is not detrimental to the vegetation or storm drainage system. Accomplish all flushing operations in a manner to prevent erosion on the shoulders.

3.2.3 Repair of Damaged Pavement

Repair at the Contractor's expense, and as specified in Section [____], any damage, which in the opinion of the Contracting Officer will be detrimental to aircraft tires, occurring to the pavement as a result of the grooving operations.

-- End of Section --