

2-21.FAA SPECIFICATIONS FOR RUNWAY GROOVING.

a. THE FAA STANDARD GROOVE CONFIGURATION IS 1/4 INCH ($\pm 1/16$ INCH) IN DEPTH BY 1/4 INCH ($+1/16$ INCH, -0 INCH) IN WIDTH BY 1 1/2 INCH ($- 1/8$ INCH, $+ 0$ INCH) CENTER TO CENTER SPACING). THE FAA STANDARD GROOVE CONFIGURATION IN METRICS IS 6 MM (± 1.6 MM) IN DEPTH BY 6 MM ($+1.6$ MM, -0 MM) IN WIDTH BY 38 MM ($- 3$ MM, $+ 0$ MM) CENTER TO CENTER SPACING).

b. THE DEPTH OF 60 PERCENT OR MORE OF THE GROOVES SHALL NOT BE LESS THAN 1/4 INCH (6 MM).

c. THE GROOVES SHALL BE CONTINUOUS FOR THE ENTIRE RUNWAY LENGTH AND TRANSVERSE (PERPENDICULAR) TO THE DIRECTION OF AIRCRAFT LANDING AND TAKEOFF OPERATIONS.

d. THE GROOVES SHALL BE TERMINATED WITHIN 10 FEET (3 M) OF THE PAVEMENT EDGE TO ALLOW ADEQUATE SPACE FOR OPERATION OF THE GROOVING EQUIPMENT.

e. THE GROOVES SHALL NOT VARY MORE THAN 3 INCHES (8 CM) IN ALIGNMENT FOR 75 FEET (23 M) ALONG THE RUNWAY LENGTH, ALLOWING FOR REALIGNMENT EVERY 500 FEET (150 M) ALONG THE RUNWAY LENGTH.

f. GROOVES SHALL NOT BE CLOSER THAN 3 INCHES (8 CM) OR MORE THAN 9 INCHES (23 CM) FROM TRANSVERSE JOINTS IN CONCRETE PAVEMENTS.

g. WHERE LIGHTING CABLES ARE INSTALLED, GROOVING THROUGH LONGITUDINAL OR DIAGONAL SAW KERFS SHALL BE AVOIDED. Grooves may be continued through longitudinal construction joints.

h. Extreme care must be exercised when grooving near in-pavement light fixtures and subsurface wiring. GROOVES SHALL BE SAWED NO LESS THAN 6 INCHES (15 CM) AND NO MORE THAN 18 INCHES (46 CM) FROM INPAVEMENT LIGHT FIXTURES.

i. Bidding should be based on the square yard of the grooved area, using the two-dimensional method of measure with no deduction for areas skipped next to joints and fixtures as specified.

j. Clean-up is extremely important and should be continuous throughout the grooving operations. The waste material collected during the grooving operation must be disposed of by flushing with water, by sweeping, or by vacuuming. If waste material is flushed, the specifications should stipulate the following:

(1) Whether or not the airport owner or contractor is responsible for furnishing water for cleanup operations.

(2) That the waste material should not be flushed into the storm or sanitary sewer system.

(3) That the waste material should not be allowed to drain onto the grass shoulders adjacent to the runway or left on the runway surface. Failure to remove the material from all paved and shoulder areas can create conditions hazardous to aircraft operations.

2-22.GROOVING RUNWAY INTER-SECTIONS AND ANGLED EXIT TAXIWAYS.

a. IN ALL CASES, THE ENTIRE LENGTH OF THE PRIMARY RUNWAY WILL BE GROOVED. THE SECONDARY RUNWAY INTERSECTING THE PRIMARY RUNWAY SHALL BE SAW CUT IN A STEP PATTERN AS SHOWN IN FIGURE 2-10.

b. HIGH SPEED OR ANGLED EXIT TAXIWAYS SHALL BE SAW CUT IN A STEP PATTERN AS SHOWN IN FIGURE 2-11. Since grooving machines vary in cutting width, it is suggested that the step pattern width start at the projecting pavement edge, not exceeding 40 inches (102 cm) in width.